

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1877.—Vol. XLI.

LONDON, SATURDAY, AUGUST 12, 1871.

(WITH SUPPLEMENT) {PRICE FIVEPENCE.
{PER ANNUM, BY POST, £1 4s

MR. JAMES CROFTS, STOCK AND SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(ESTABLISHED 1842.)

HOLDERS of mining shares DIFFICULT OF SALE in the open market may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring advice how to act in the disposal or abandonment of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt or difficulty, legal or otherwise.

SPECIAL BUSINESS IN GREAT ROYALTY, ROCHE CONSOLS, CASTLE AN DIXAS, WILLOUGHBY.—The above are strongly recommended.

Every description of shares bought and sold at NET prices.

Bankers: Metropolitan Bank.

MR. W. H. BUMPUS, STOCK AND SHAREDEALER,
44, THREADNEEDLE STREET, LONDON, E.C., has FOR SALE the following SHARES, free of commission:—

15 Asheton, £34.	20 Kelpies, £34 pm.	25 Roman Grav., £18 6d.
100 Austral. Und., 11s. 3d.	20 East Van, £11 6d.	25 Rhydallog, £23 6d.
40 Bog, £3.	20 Great Caradon, £13 9d.	10 So. Condurow, £10 6d.
20 Broadford, £2 10s.	10 Great Vor, £10 6d.	50 So. Rom. Grav., £24s. 3d.
20 Buan Caelan, 29s. 3d.	15 Great Laxey, £16 6d.	5 St. John del Rey, £30 6d.
20 Birdseye Ck., £2 18 9d.	20 Gen. Brazilian, 13s 9d.	5 Sweetland Crk., £4 1/4.
25 Caegynon, 38s. 9d.	20 Hingston, £23 6d.	25 So. Aurora, £5 10s.
1 Caro Brea.	50 King, £17 1/4.	10 Tankerville, £17 1/4.
190 Chontales, £2 fully paid.	10 Marke Valley, £26 1/2.	100 Taquaril, 5s.
3 Cook's Kitchen, £2 1/2.	25 New Lovell, 34s. 6d.	2 Tincroft.
15 Colorado, £2 1/2.	20 North Crofty, £2 8 9d.	150 Utah, £14 1/2.
2 Devon Great Consols.	50 Pynllimon, 38s. 6d.	100 Virtuous Lady, £10 6d.
5 Drake Walls, 16s. 3d.	30 Pennerley, £3 18s. 9d.	30 West Maria, 21s. 9d.
5 East Lovell, £16 1/2.	15 Pacific, £3 16s. 3d.	50 W. Chiverton, £20 3/4.
	2 Providence.	50 Yudanamatana, 16s 3/4.
	50 Port Phillip, 21s. 6d.	
	30 Parya Mount, £3 3/4.	
	75 Perkins Beach, 38s. 6d.	

W. H. B. transacts business in every description of shares at the best market prices, and free of commission.

MR. Y. CHRISTIAN, STOCK AND SHAREDEALER,
11, ROYAL EXCHANGE, E.C.
Bankers: Bank of England.

MR. WILLIAM SEWARD, STOCK AND MINING SHARE BROKER,
19, THROGMORTON STREET, LONDON, E.C.
Every description of shares BOUGHT and SOLD at the best market prices.

MR. C. POWELL, STOCK AND SHAREDEALER,
78, OLD BROAD STREET, LONDON, E.C.

WHEAL GRENVILLE, EAST WHEAL GRENVILLE,
Twelve Wood, West Caradon, Wheal Lucy, New Rosewarne, and Wheal Croft Mines specially recommended. Wheal Greenville shares, in all probability, will be worth £20 each; East Greenvilles, £10; Treleah Woods, £15; West Caradons, £7; Wheal Lucy, £20; New Rosewarne, £15; and Wheal Crofts, £5.

MR. JOHN RISLEY (SWORN) STOCK AND SHARE BROKER,
77, CORNHILL, LONDON, E.C.

MR. THOMAS THOMPSON, JUN., STOCK AND SHAREDEALER AND MINE AGENT, 5, WHITEHALL, LONDON, S.W.
Some valuable hints as to the purchase of mining shares will be found in Mr. THOMPSON'S "Investment Circular" (for August; now ready; post free, price 6d.).

MESSRS. A. W. THOMAS AND CO., 10, COLEMAN STREET, E.C., MINING AGENTS, AND STOCK AND SHAREDEALERS.
Monthly Circular for August now ready; post free, 6d.

MR. THOMAS SPARGO, MINING ENGINEER, STOCK AND SHAREDEALER, 224 AND 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

MESSRS. WM. MARLBOROUGH AND CO., 29, BISHOPSGATE STREET WITHIN, LONDON, E.C. (Established 17 years), have FOR SALE the FOLLOWING SHARES at prices annexed:—

20 Asheton, £34.	20 E. Grenville, £23 6d.	20 Pennerley, £3 18s. 3d.
40 Aberdunant.	5 East Torras.	50 Prince of Wales, 17s 6d.
30 Almada, 21s. 9d.	5 East Basset, £7 1/4.	5 Providence, £26 8s 9d.
15 Birdseye Creek, £4 1/2.	25 Frank Mills, 25s.	20 Pacific, £3 18s. 9d.
25 Bog, £3.	50 Great Bellack.	25 Powell United.
20 Broadford, £2 7s. 9d.	5 Great Vor, £10 16s 3d.	100 Pen' Allt, 4s. 9d.
30 Chiv. Valley, 14s.	20 Gwydyr Park, 15s.	10 Roman Grav., £18 8 9d.
20 Chiverton Moor, 41s 3d.	20 Gt. Western, 41s.	50 Rhydallog.
2 Cook's Kitchen, £28 7s.	20 Gt. So. Chiverton, 3s.	3 So. Crofty, £23 1/2.
2 Caro Brea, £15 1/2.	20 Hingston, £2 13s. 9d.	10 So. Condurow.
35 Caldbek Fell, 22s.	1 Herodfoot, £43.	20 South Aurora, £5 10s.
30 Chontales, 38s. 9d.	20 Llanidors Wb. Van.	1 So. Tanter, £5 10s.
30 Caegynon, 38s.	5 New Rosewarne, £40.	10 Sierra Buttes, £4 18 9d.
25 Drake Walls, 15s. 6d.	1 New Seton, £24.	30 So. Roman Gravels.
1 Dolcoath, £18 9d.	1 New Lovell, 41s.	22s. 3d.
2 Devon Consols, £10 1/2.	20 North Crofty, £2 6s 3d.	15 Sweetland, £4 1/4.
25 Don Pedro, £2 9s. 9d.	20 North Pool, £3.	100 Terras, 25s. 6d.
5 Eberhardt, £40 7s 5d.	5 No. Roskare, £20 1/2.	5 Tankerville, £17 1/4.
100 Eclipse, 2s. 9d. prem.	2 Harmony and Montague.	2 Van, £53 1/2.
10 East Lovell, £16 1/2.	20 King.	50 Van Consols, 29s.
5 East Van, £11 11s. 6d.	30 Parya Mount, £3 3/4.	5 W. Chiverton, £20 3/4.
20 East Pool, £13 16s 3d.	20 Perkins Beach, £13 9d.	20 W. Tanter, £3 18s. 9d.
5 Wheal Jane, £38 1/2.	20 Pennerley, £3 18s. 9d.	20 West Maria, 21s. 9d.
10 Wh. Kitty (St. Ag.), £3 1/2.	5 Wheal Ury, £23 1/2.	20 W. Grenville, £7 6s 9d.
100 E. Llangynog, fully paid, £3.	20 W. Drake Walls, 4s. 3d.	50 Wheal Croft, 27s.
	20 West Maria, 22s.	50 Willoughby, 2 1/2.
	25 W. Caradon, 30s.	

The following should be secured at present prices:—UTAH, SOUTH CONDUROW, NORTH POOL, SOUTH CROFTY, WHEAL GRENVILLE, GREAT RALLACK, PACIFIC, and WILLOUGHBY.

WHAT PAYS BEST?—A PRACTICAL TREATISE UPON INVESTMENTS IN BRITISH AND FOREIGN MINES.
W. MARLBOROUGH AND CO.,
29, Bishopsgate-street Within, London.
Post free Sixpence.

MR. HENRY MANSELL, STOCK AND SHAREDEALER,
34, GREAT WINCHESTER STREET, LONDON, E.C.

An OFFER WANTED for the following shares (or any part of same):—

10 Utah, £14 1/2.	50 Llanarmon, £2 7s 6d.	25 Perkins Beach, £13 9d.
20 W. Grenville, £7 6s.	35 Wb. Croft, £13 9d.	40 Crn Consols.
5 Cook's Kitchen, £28 1/2.	20 Pennerley, £3 18s. 9d.	5 East Caradon, £4 1/4.
50 So. Rom. Grav., £24s. 3d.	100 Prince Wales, 18s. 9d.	10 Roman Grav., £18 12 6d.
50 W. Tankerville, £13 13 9d.	40 So. Aurora, £5 11 3d.	20 Gt. Lovell, offer wid.
20 Terras Tin.	50 West Jewell.	5 W. Chiverton, £20 3/4.
40 Rhydallog, 2s. 9d. pm.	30 Great Royalty, offer wanted.	10 North Crofty, £2 3 9d.
10 Tankerville, £17 7s 6d.	10 Gt. Vor, £10 18s. 9d.	70 Gwydyr Park, 17s. 6d.
20 Rhydallog, £4 1/4.	105 Bog, £3 1s. 3d.	5 Eberhardt, £40 3/4.
20 East Greenville, £3 6s.	20 Sweetland Crk., £4 1/4.	20 So. Condurow, £10.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 21 years). Is a SELLER at net prices of

3 Miners, 6 East Darren, 2 Devon Great Consols, 3 Providence, 120 St. Agnes Consols, 125 East Chiverton, 4 West Chiverton, 15 Tankerville, 50 Welsh Consols, 25 Polbreton, 170 Iron United, 55 West Caradon, 10 Roman Gravels, 15 Carn Camborne, 100 Wheal Agar, 3 Harmony and Montague, 100 Gwydyr Park, 205 East Terras, 2 Wheal Jane, 20 Rose and Chiverton United, 115 West St. Ives, 60 Great Lovell, 40 Prince of Wales, 30 Chiverton Valley, 20 North Crofty, 45 Perkins Beach, 50 Caegynon, 60 North Tankerville, 10 East Van, 45 Wheal Lucy, 20 Frank Mills, 1 New Seton, 75 Great Caradon, 55 Pynllimon, 10 East Lovell, 20 Wheal Greenville, 25 East Greenville, 25 Bog, 100 Chontales, 200 Sao Vicente, 250 Anglo-Brazilian, 20 Eberhardt and Aurora, 150 General Brazilian, 75 Sweetland Creek, 200 Eclipse, 15 Cape Copper.

SOUTH ROMAN GRAVELS, TANKERVILLE, ROMAN GRAVELS.

Full particulars of these mines will be found in PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES, &c.," of Friday, August 11, No. 647, price 6d. each, forwarded on application.

MR. PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON, E.C.
Bankers: The Alliance Bank, and Union Bank of London.

WEEKLY MINING CIRCULAR, EVERY FRIDAY.
LONDON DAILY RECORD, STOCK & SHARE LIST, Every Evening.
Published by P. WATSON, Stock and Sharedealer, 79, Old Broad-street, E.C.

MR. W. H. COUCEL, L.
No. 42, CORNHILL, LONDON, E.C.
Daily price-list on application.

Twenty-six Years' Experience.

MR. F. W. MANSELL, STOCK AND SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.
Daily List of closing prices in British and Foreign mines every evening (free).
References exchanged. Bankers: London Joint-Stock Bank.

MR. E. J. BARTLETT, STOCK AND SHAREDEALER,
No. 30, GREAT ST. HELEN'S, LONDON, E.C., transacts business at net prices in every description of security.

Ninth Edition; post free for seven stamps.

HOW TO INVEST, AND WHAT TO SELECT: THE CAPITALIST'S GUIDE.
Published by E. J. BARTLETT, 30, Great St. Helen's, London, E.C.

MESSRS. W. DUNN AND CO., STOCK AND SHARE-DEALERS, 3 AND 4, GREAT WINCHESTER STREET BUILDINGS, LONDON, E.C.

Bankers: National Provincial Bank of England.

FOR SALE, at prices affixed:—

20 Asheton, £34.	5 Hingston Down, 57s 6d.	20 So. Condurow, £10 6 3d.
25 Bog, £3.	10 New Lovell, £2.	50 South Darren, £1 2s 6d.
22 Broadford, £2 7s. 6d.	20 North Crofty, £2 7s 6d.	5 Tankerville, £17 7s 6d.
50 Cashwell, £3.	2 No. Roskare, £20.	40 Terras.
25 Drake Walls, 15s. 6d.	10 Penhalls, £5 7 6d. x div.	10 Van Consols, £1 7s 6d.
2 East Basset.	20 Pennerley, £3 16s. 3d.	100 Virtuous Lady, offer wanted.
4 East Lovell, £17.	50 Perkins Beach, £1 15s.	3 W. Chiverton, £20 3/4.
50 East Rhydallog.	5 Rom. Gravels, £18 7 6d.	20 West Agair Lie.
25 East Seton, £1 6s. 6d.	25 Rosewall Hill.	2 Wh. Margaret, £18.
50 Great Wheal Lovell.	50 Rhydallog.	
10 Great Vor, £10.	10 South Aurora, £5 1/2.	

MESSRS. EDWARD BREWIS AND CO., 18 AND 19, BISHOPSGATE STREET WITHIN, LONDON, E.C., are in a position to treat with small or large capitalists and others requiring sound Mining Shares on terms which must lead to profitable results.

Respectable guarantees given of good faith.
Bankers: The Alliance Bank (Limited), London, E.C.

MR. JAMES STOCKER, STOCK AND SHAREDEALER,
2, CROWN COURT, THREADNEEDLE STREET.
Bankers: London and Westminster (Established Twenty Years).

SILK AND CO., STOCK AND SHARE BROKERS,
32, REGENT STREET, PICCADILLY, W.
FRANK LIMMER, Secretary.

MR. G. D. SANDY, 2, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.

There are many mines now offered to the public, but none with such chances of success to be purchased at so low a figure as the NEW HENDRA TIN MINE shares, and with so little risk. An inspection of the property freely granted.

Daily Price-List on application.

MESSRS. J. HUME AND CO., STOCK AND SHARE BROKERS, 79, OLD BROAD STREET, LONDON, E.C.

BUYERS of Carn Brea at £145, East Lovell, New Lovell, South Crofty, West Tankerville, Don Pedro, Taquaril, Pacific, East Basset, &c., at best market prices.

Advice given as to the Purchase or Sale of Mine Shares.
Business done at lowest prices.
Bankers: The London Joint-Stock Bank.

WANTED, FOR CASH OR ACCOUNT:—

500 Taquaril.	25 Ury.	5 Pendares United.
100 West Basset.	10 Carn Brea.	5 New Seton.
25 Kitty (Lanark).	10 South Frances.	5 East Basset.
25 South Condurow.	5 Buller.	

ON SALE—West Chiverton; 20 Rosewall Hill, 22s.
H. B. RYE, 77, Old Broad-street, London.

THE UNDERSIGNED TRANSACTS BUSINESS AT MARKET NET PRICES IN—

CORNISH, WELSH, and FOREIGN MINES.

Every information will be furnished on application, and it is solicited to further business that those applying, whether to buy or sell, will state the number of shares. At any time the current market prices will be forwarded at the close of the day on receipt of a stamped envelope. The large amount of business daily doing in Welsh and selected Cornish mines admits of the public investing profitably.

JAMES BRENCHLEY, 32, Nicholas-lane, Lombard-street, London (Established Eighteen Years).

MESSRS. ENDEAN AND CO., STOCK AND SHARE DEALERS, 85, GRACECHURCH STREET, LONDON, E.C.

All marketable stocks dealt in for cash or account.
We strongly advise the prompt purchase of shares in the EAST LLANGYNOG LEAD MINING COMPANY (Limited). This mine will shortly pay a dividend.
Apply at once, as above.

MR. W. TREGELLAS, 122, BISHOPSGATE STREET WITHIN, E.C., is PREPARED TO DEAL in all descriptions of SHARES at close market prices.

W. T. strongly recommends for investment the shares of the ECLIPSE GOLD MINING COMPANY, which, from accounts to hand this week, will soon be in a condition to make large returns of gold and silver.

INVESTORS IN SEARCH OF GOOD SOUND PROPERTIES,
paying 10 to 20 per cent. per annum, should send for the Sixth Edition of "BRITAIN'S METAL MINES," price 1s., or free per post 1s. 1d. A complete Guide to their Laws, Usages, Localities, Statistics, and Share Market.
By JOHN R. PIKE.
Crown-chambers, Threadneedle-street, London.

THE LONDON STOCK AND SHARE AGENCY,
165, STRAND, LONDON.
Is in a position to give advice to intending shareholders on all classes of securities. This Agency has been established 15 years, and has been eminently successful in making money for its clients. There are a few mining securities which should be bought at once, particulars of which will be sent on application. Business references of 20 years' standing given in exchange to strangers.

CORNWALL AND DEVON MINING AGENCY,
CALLINGTON, CORNWALL.
Reports on any mine in the two counties, and every kind of legitimate mining business transacted.
Two of the most valuable properties in the county are being privately brought out. A few of the Ten per Cent. Preference Shares can be obtained through this Agency by making an early application.
C. PENGILLY, Secretary.

THE CITY EXCHANGE MINING AND INVESTMENT OFFICES, 32, NEW BROAD STREET, LONDON, E.C.
Business transacted in all marketable securities for cash or account.

M. R. CHARLES THOMAS,
MINING AGENT, 3, GREAT ST. HELEN'S, LONDON, E.C.

MESSRS. G. LAVINGTON AND A. PENNINGTON,
44, THREADNEEDLE STREET, E.C., STOCK AND SHAREDEALERS, have SPECIAL BUSINESS in the undermentioned:—

Pacific Gold.	Perkins Beach.	West Esgrail Lie.
Sweetland Creek.	Utah.	Powell United.
Birdseye.	Eclipsa.	Bog.
Mary Ann.	Tincroft.	Pennerley.

TO INVESTORS.—NOW READY.

LAVINGTON AND PENNINGTON'S "MONTHLY RECORD OF INVESTMENTS," containing an exhaustive Review of the British and Foreign Stock and Share and Money Markets, &c., with an enumeration of safe investments, paying from 10 to 20 per cent. Price 6d. per copy, or 5s. annually.

G. LAVINGTON and A. PENNINGTON, 44, Threadneedle-street, London, E.C.

MR. T. E. W. THOMAS, STOCK AND SHAREDEALER,
3, GREAT WINCHESTER STREET BUILDINGS, E.C.
Business operations in Mining Shares negotiated at close market rates.
Daily Price-List on application.

MR. T. A. MUNDY, STOCK AND SHAREBROKER,
38, BISHOPSGATE STREET WITHIN, E.C.
Bankers: City Bank.

MR. C. A. POWELL, STOCK AND SHAREDEALER,
No. 1, PINNER'S COURT, OLD BROAD STREET, E.C.
References exchanged. Bankers: City Bank, Finch-lane.

BARTLETT AND CHAPMAN, STOCK AND SHARE DEALERS, 36, CORNHILL, LONDON, E.C.
"Handybook for Investors," price 19s. 6d., post free.
"British Mines and Mining," price 2s. 6d., post free.

HOOKE AND CO., STOCK AND SHAREDEALERS,
LIFE, FIRE, AND MARINE INSURANCE AGENTS,
9, UNION COURT, OLD BROAD STREET.

Our Circular for August is now ready, and contains a list of mining and other investments of an unusually promising character. Intending investors should apply for a copy before parting with their money. Price 6d., free to clients.

At the rate of One Guinea per annum, we give investors information on legitimate mining properties in the United Kingdom.

IMPORTANT TO INVESTORS IN BRITISH AND FOREIGN MINES, RAILWAY STOCKS, and other Securities of all descriptions.
Dividends at the rate of 5, 10, and 15 per cent.

Consult Mr. JOHN B. REYNOLDS' SPECIAL LIST OF INVESTMENTS.
Sent free by post on application to JOHN B. REYNOLDS, Stock and Share Dealer, 70 and 71, Bishopsgate-street Within, London, E.C.

MR. R. PERCY ROBERTS,
FINANCIAL AGENT,
60, ENGLISH STREET, CARLISLE.

MR. JOHN CARTER, MINE AND SHARE DEALER,
CAMBORNE, CORNWALL (Son of the late Thos. Carter), transacts Business in every description of shares at close market prices of the day.
References exchanged when required.

MR. T. W. GREENFIELD,
CHURCH LANE, TAVISTOCK.
PUBLIC ACCOUNTANT, AUDITOR, STOCK AND SHARE BROKER.

Sales and Purchases effected in British and Foreign Stocks, Funds, Railway Debentures and Preference Stock, Bank, Gas, and Mining Shares.
FURZE HILL TIN MINE specially recommended.

MESSRS. CAMERON AND CO., SHAREBROKERS,
CHESTER, having a thorough knowledge of the Lead Mining Districts in Wales, are ENABLED TO FURNISH THE BEST AND MOST RELIABLE INFORMATION on all WELSH LEAD MINES.

Messrs. CAMERON and Co. invite subscriptions, at 7s. 6d. per share, in a promising LEAD MINING PROPERTY, situated in a well-known district, which is certain to prove a great prize shortly; full particulars forwarded on application. Business transacted in American Gold and Silver Mines, also in Roman Gravels, Tankerville, Bog, Pennerley, and Perkins Beach.

OFFICES: BRIDGE STREET CHAMBERS, CHESTER.

MESSRS. LISCOMBE AND CO.,
39, SOUTH CASTLE STREET, LIVERPOOL.

Begin to inform their CLIENTS and the PUBLIC that they are PREPARED to do BUSINESS in ALL CLASSES OF MINING SHARES—English, Foreign, and Colonial—at the closest market prices.

A Mining Engineer of great experience having recently joined the firm, they are in a position to make thorough inspections and surveys, and give first-class reports upon all metalliferous mines throughout the world. They are also ready to provide capital to any moderate extent for working bona fide mineral properties, no matter where situated.

Messrs. LISCOMBE and Co. have for sale at this present time shares in several most highly promising progressive mines, which are certain shortly to pay large dividends upon a very small outlay.

Full particulars will be forwarded on application to bona fide investors.

CAPTAIN ABSALOM FRANCIS,
GOGINAN, ABERYSTWYTH.

MINING AGENT, ENGINEER, AND SURVEYOR.

The great success which is attending the opening and working of the Mines the counties of Cardigan and Montgomery, and the many properties placed at the disposal of Capt. ABSALOM FRANCIS, induces him to offer his services, either to ADVISE, INSPECT, REPORT, or SURVEY, for Mining Companies or private shareholders.

For terms, apply to Capt. ABSALOM FRANCIS, as above.

GENERAL MINING OFFICES,
BEDFORD FOUNDRY, TAVISTOCK,
CONDUCTED BY

MR. CHARLES F. COLLOM,
MINING ENGINEER, AGENT, AND SURVEYOR.

Who undertakes the entire local Management of Mines, including Dripping, making accurate Underground Communications and Plans, at a stipulated salary.

Mines Inspected and faithfully Reported on, orders for which purpose should be made for Mr. Collo, or his Agent.

Promoters of New Mining Enterprises (which will bear the strictest scrutiny) rendered every assistance.

Investments in Mines arranged for Capitalists,—the condition of the companies, as well as the prospects of the Mines, being first strictly investigated.

CHARLES HALLAS AND CO., SHARE BROKERS,
13, NORTH JOHN STREET, LIVERPOOL.

TRANSACT BUSINESS in all the MARKET MINES in WALES, CORNWALL &c. Mines inspected and reported upon by experienced

THE PEN-YR-HENBLAS LEAD MINING COMPANY (LIMITED).

Incorporated under the Companies Acts, 1862 and 1867.

Capital £12,000, in 12,000 Shares of £1 each, fully paid.

The liability of the shareholders is limited to the amount of their shares. Shares warrants, payable to bearer, are issued if requested, by which the trouble and expense of transfers are avoided.

DIRECTORS.

Mr. Connellicor J. O. CLAYTON, Leeds (Chairman).
WILLIAM THOMAS PLACE, Esq., Brunsworth-terrace, Leeds.
THOMAS CHILDS, Esq., Leeds.
(With power to act in their number.)

BANKERS—THE LEEDS BOROUGH BANK, Albion-street, Leeds.

SECRETARY—MICHAEL ALFRED MOON, Esq., F.G.S.

OFFICES,—1, UPPER MILL HILL, BOAR LANE, LEEDS.

ABRIDGED PROSPECTUS.

This company is formed for acquiring and working a lead mining property, known as the Pen-yr-Henblas Mine, situated on the Halkyn Mountain, near Holywell. The lease of the property, together with the plant and machinery, have been purchased from the vendors in consideration of shares fully paid up. The mineral property consists of a series of lodes of veins, traversing the east and west, with cross-courses, some of which have been proved to be very wide and rich, and are commonly termed "flats."

As intimated in the subjoined reports, some of these veins are well known, and have been and are being found highly remunerative in the adjoining mines. Even in the Pen-yr-Henblas mineral ground the richness of two of the veins referred to has been abundantly verified—viz., the Bryn-Blewog and the Gargelywd, the former having been worked by previous proprietors to a depth of 140 yards, and the latter only very partially, yet both in the aggregate yielding more than 20,000 tons.

The sett may be fitly regarded as virgin ground so far as the working of the various lodes (with one exception) is concerned.

The chert-stone, well known as being one of the repositories of lead ore which caps the Mountain Limestone nearly over the whole estate, still retains its precious ore untouched and undisturbed at Pen-yr-Henblas. This portion of the property can be worked at a comparatively small expense, as the ancient experimental shafts may be easily utilised for that purpose. Thousands of tons of ore have been and are being extracted from the same kind of stone in neighbouring mines, and there is every reason for believing that the Pen-yr-Henblas chert-stone will not be less productive. Already men on tribute are engaged in exploring the top of Bryn-Blewog vein (whose chert-stone has never been disturbed) in a chert quarry, and excellent carbonate of lead is being obtained.

In the south level, at the bottom of Eytton shaft, a rise was made by the previous proprietors, and large lumps of galena, some weighing not less than 112 lbs. each, fell from the roof. As the ore evidently has its seat in the chert-stone above, and as the pieces of ore are not isolated fragments, but portions of some vein or flat, attempts are now being made to effect a communication with this stratum by means of a shaft from the surface.

It is the intention of the directors to open an old shaft near the west boundary, for the purpose of reaching a wide cross-course or flat, as it is known from reliable authority that a body of ore was left therein when the works were suddenly suspended in this part of the mine many years ago.

It is also the intention of the directors to open another shaft, called the "Bannan" shaft, mentioned in Capt. Thos. Pierce's report, situated on the north-eastern boundary of the Pen-yr-Henblas sett, inasmuch as it is well known that a fine lode was found here, and nearly 200 tons of ore extracted, by a company working a neighbouring mine many years ago, but the operations were suddenly stopped from a mistake of a mining inspector.

There is one important feature in the Pen-yr-Henblas mineral ground which makes it contrast most favourably with some adjoining mines, and that is its comparative freedom from water, and the probability of its remaining in that condition for a considerable time, inasmuch as a deep adit level, alluded to by Mr. Lloyd in his report, is now being driven to the dip of Pen-yr-Henblas by the North Henblas Mining Company. The excessive flow of water with which some of the neighbouring mines are troubled involves a constant and large expenditure in pumping it to the surface, but there is little probability of the Pen-yr-Henblas Mine being embarrassed in this respect even to a great extent.

The property embraces an area of about 100 acres, held on a lease from the Marquis of Westminster, at a royalty of 20s. per ton. There is no rental to pay, and there is no surface damages to anticipate.

To summarise the main features of the Pen-yr-Henblas Mine they may be thus stated:—

- 1.—Five or six veins, with large cross-courses, which act as feeders to the veins, intersect the sett.
- 2.—These veins and cross-courses are known to have yielded profitable results east and west, north and south of the said sett.
- 3.—The capping of chert-stone on the Mountain Limestone, known to abound with lead ore, and has not been worked at Pen-yr-Henblas.
- 4.—The mine not troubled with much water, and not likely to be in the future.

From these statements it will be seen that the directors do not offer a mere speculation to the public, but an enterprise containing elements of real value and large promise, and well worthy of a constant and vigorous development.

Application for shares and full prospectuses may be forwarded to the offices of the company, 1, Upper Mill Hill, Boar Lane, Leeds, addressed to the directors.

EXTRACTS FROM REPORTS ON THE PEN-YR-HENBLAS LEAD MINE.

The subjoined reports are by gentlemen distinguished by their long experience and sound practical knowledge. The originals, with plans and other documents, can be seen at the offices.

REPORT FROM CAPTAIN MATTHEW FRANCIS.

Halkyn, near Holywell, July 26, 1871.

Seldom has it been my pleasure to inspect a mining property in which so many elements of success are concentrated as there are in these mines. This mine is situated in the parish of Holywell, in the county of Flint, in the heart of one of the richest lead-bearing districts in the kingdom. Lying at the junction of the limestone with the coal measures it forms one of that celebrated range of mines which, beginning at Talgaroch, in the county of Flint, and ending at Mithra, in the county of Denbigh, and including the renowned Trelogan, the Holway, the Herward and Milwr, the Parya, the Halkyn, the Hendre, the Muck, the Maesysafon, and other mines of historic repute, all of which have yielded immense profits, have rendered the district so famous. In proximity are the Herward and Milwr and the Halkyn Mines; the former of which, in the short space of eight years, yielded more than £120,000 in profits, whilst the latter for 16 years consecutively paid its fortunate owner £80,000 a year. The sett is granted on favourable terms, and it is large, embracing a good length on the lodes, and traversing it from north to south are a series of cross-courses, which act as feeders to the veins, and including the well-known Hendre, the Muck, its limits known to exist—viz., Ellis's, the Silver Rake, the Gargelywd, the Cross-leaving, the Bryn-Blewog, and the Sun lode, and of these only three, as far as I can ascertain, have hitherto been developed—viz., the Cross-leaving, the Bryn-Blewog lodes. From the first and second 3070 tons of ore from a limited space were obtained, whilst the last, within a comparatively recent period, yielded 17,000 tons, and paid immense profits; so that your sett is not only contiguous to very profitable lodes, but even within it also is a lode which in productive value is scarcely second to none. Of the undeveloped lodes, which afford scope for the profitable employment of capital, your agent has wisely given preference to that termed the Silver Rake, a fine masterly lode, which has yielded a deal of ore westward.

MATTHEW FRANCIS.

REPORT FROM CAPTAIN JOHN LLOYD.

Hartshill, Hendre Mines, Mold, June 27, 1871.

The geological position of this mine is unsurpassed in all respects; it is situated within two miles (south) of Holywell, and about equidistant to the great smelting works of Messrs. Walker, Parker, and Co., as well as other lead smelting houses, with excellent roads leading to all points for easy transit of minerals from and sundry materials to for the want of the mine, and facing the estuary of the River Dee channel, on a fine elevation, where an adit level might be and is now being driven by an adjoining company, and only a few fathoms short of reaching or touching your north boundary that will unwater the whole mine for a large number of fathoms deeper than any point hitherto sunk to by the previous companies, if such were needed, but fortunately the inflow of water to the mines is not an impediment of any importance, as I understand by the experience of the working that for the 4th part of the year not more water seems to flow into the mines than for the remaining three parts. The stratification of the mines is the great body of carboniferous limestone rocks, at the district is so abundant with and deeply made, at least 3000 feet thick at this part of the mountain, so well known for its natural lead ore producing qualities, and needs no comment, statistics being too abundant to prove the fabulous wealth received from the working of one or two lodes only, and developed but partially and shallow, only 70 fathoms deep calculated on the brow of the hill. There are now already proved no less than five east and west master lodes running through your lease, parallel, besides their several tributaries and causers, well known by the following names: Pen-yr-Henblas, Bryn-Blewog, Gargelywd, Silver Rake, and Pant-y-Pydew; and also a very productive north and south vein, called flat or horizontal lode; all these veins have proved highly remunerative. Pen-yr-Henblas lode alone has been worked to the east of the hill your mine is situated on, and on this vein only to 70 fms. deep, and from this depth upwards it has returned many thousands of tons of prime lead ore at a very small cost of extracting, thus giving the shareholders large and regular dividends for a long period of time, and east of engine-shaft no work has been done worth speaking of on this fine productive lode.

The other named lodes, and especially Gargelywd vein and its tributary has been but partially explored in your sett; in fact, three of five lodes are almost virgin and unwrought the whole length of your lease. All these veins show excellent indications that they contain great courses of ore that could be proved easily and with a small outlay. The produce of the various lodes is almost entirely galena, with a few blende or zinc ore in the composition of galena and carbonate of lime; thus the dressing of ores is cheap and easy, requiring but simple machinery for the process. The percentage of the ore is about 80 per cent. for lead and 10 per cent. of silver. Besides air-ways, there are on your mine six main shafts already sunk of different depths, and in suitable positions to develop the mines deeper and more extensively. All these shafts are permanent and ample in size; also buildings are erected adequate to the further development of the mine, wanting only little roof repairs, &c., and I consider the sett quite ample in extent for any one company to do justice with and work effectively, and laid out most conveniently and without any incumbrances of dead rent or surface trespass.

After maturely examining the different operations carried out by the original company, and the success derived from the nominal extent and shallow work done, especially on some of the chief lodes, together with the feasible chances these veins offer to be found productive, also the great preparations already made, such as sinking Eytton shaft, which is about 300 feet deep, of good size, and made permanent, so that men can be set to work on two veins—Silver Rake, and Gargelywd, to prove the value thereof and having a leader of solid ore in sight to follow on with, as well as many other prospective points to expect early

returns which I need not point out in this report. I firmly believe that your mine cannot fail to become a prize of great and lasting value.

JOHN LLOYD.

REPORT FROM CAPTAIN THOMAS PIERCE.

Maesgwyn, June 22, 1871.

I consider the sett west from north Henblas Mine on the common to be a very valuable one, equal to any one that can be mentioned in the neighbourhood, if it be worked in a proper manner. Hunt's shaft (now called Ransden's) should be sunk 12 yards deeper than the present depth. But before doing this I would advise that a level be driven north from the bottom of the shaft into the old workings, for the purpose of securing ventilation; the cross-cut would also be useful as a lodge for sinking the shaft deeper. A sump was sunk on the bottom of the mine about 10 yards deep below the 80 yard level, on a very strong vein, which vein will pay most handsomely when the shaft is sunk to the depth I have recommended. Remembering what I have seen of the mining ground in that locality, and the quantity of lead ore we obtained (getting more than 150 tons from a very small patch of ground), and remembering also the condition in which the mine was left (lumps of ore weighing 1 cwt. each still remaining in the level) I have not the least doubt that this portion of the Pen-yr-Henblas Mine will pay large dividends and for a long period. In fact, I can highly recommend the sett to any company, and can confidently assert that it will prove a capital paying mine with a very small outlay.

THOS. PIERCE.

THE WELSH IRONWORKS COMPANY (LIMITED).

Capital £125,000, in 1000 Ordinary Shares of £50 each, and 1500 Perpetual 10 per cent. Preference Shares of £50 each.

Issue of 1500 Perpetual 10 per cent. Preference Shares of £50 each (with right to further dividends as hereinafter referred to).

Price of issue, par, or £50 for each Preference Share, payable as follows:—£5 per share on application, £10 per share on allotment, £15 per share 1st October, 1871, £15 per share 1st December, 1871, £5 per share on 30th January, 1872. With the option to subscribers to pay up the full amount on allotment.

DIRECTORS.

The Right Honourable THE EARL OF DEVON, Powderham Castle, Exeter, Chairman of the Bristol and Exeter Railway—CHAIRMAN.
The Right Honourable LORD RUTHVEN, Pavilion House, Hans-place, S.W., and Carlton Club, London.
CHARLES KEMP DYER, Esq., Lloyd's, Royal Exchange, London, E.C.
THOMAS PAGE, Esq., C.E., M. Inst. C.E., F.G.S., F.R.G.S., Royal Terrace, Adelphi, and Reform Club, London, W.C.
JOSEPH WILLIAM HOLLAND, Esq., Director of the Cork and Kin-sale Railway Company.

BANKERS.

LONDON AND COUNTY BANKING COMPANY, 21, Lombard-street, London, E.C., and its Branches.

SOLICITORS.

Messrs. GREEN, ALLIN, and GREENOP, 10, Angel-court, Bank, London, E.C.

AUDITORS.

H. WILLIAMS WOOD, Esq., Secretary Rathkeale and Newcastle Junction Railway.

DAVID S. DUNN, Esq., Secretary to the English and Foreign Credit Company.

SECRETARY—MR. JOSEPH W. MARSHALL.

OFFICES,—17, GRACECHURCH STREET, LONDON, E.C.

PARTICULARS OF ISSUE.

The directors of the Welsh Ironworks Company (Limited) are prepared to receive applications for 1500 perpetual 10 per cent. preference shares of £50 each, which are entitled to dividend in preference and priority to any dividend on the ordinary share capital of the company, with a further right to participate in the surplus profits after 10 per cent. per annum has been paid on the ordinary share capital.

The reports on the preference shares—now offered for subscription—are: par, namely, £50 for each preference share, payable at the dates before mentioned, or, at the option of the subscribers, the whole amount may be paid up on allotment.

Until the preference shares are fully paid-up dividend will accrue on each instalment from the date of payment of the same; or, if they are fully paid-up on allotment, the preferential dividend at 10 per cent. per annum will accrue on the full £50, payable half-yearly out of the profits, which, as hereinafter shown, are estimated equal to £48,000 per annum, or about 39 per cent. on the entire capital.

The above 1500 preference shares constitute the whole of the preference share capital of the company, and no dividend can be paid on the ordinary share capital until 10 per cent. has in each year been duly paid upon the preference shares. When the ordinary shares have received 10 per cent. all surplus profits will be divisible rateably between the preference and ordinary shareholders.

Script certificates will be issued on allotment, exchangeable for share certificates when fully paid-up.

The allotment of the preference shares will take place in the following order:—

- 1.—To persons who desire to pay up in full on allotment for investment.
- 2.—To the applications of persons who desire to pay up by instalments will be next considered.

Should the whole amount of the preference shares be applied for by persons desiring to pay up in full on allotment no issue will be made to applicants wishing to pay up by instalments.

If no allotment be made the deposit will be returned in full forthwith without deduction.

The reports on the properties of the company, the agreements for purchase, and also the Articles of Association can be seen at the offices of the solicitors.

Applications must be made in the annexed form, and be accompanied by a remittance of £5 for each preference share applied for, which may be forwarded to either of the bankers of the company, or to the secretary, at the company's offices.

Offices,—17, Gracechurch-street, E.C., London, 5th August, 1871.]

- 1.—The company is formed to acquire, under leases and agreements, to carry on and develop the following well-known ironworks and hematite iron ore mines, and the other privileges stated, namely:—
- 1.—The Aberdare Smelting Furnaces and Ironworks, situate near Aberdare, South Wales, formerly carried on by Mr. Francis Crawshaw, the eminent ironmaster.
- 2.—The right of working the native ironstone on the Bute estate, comprising over 4000 acres.
- 3.—The Pwntow Hematite Iron Mines, formerly worked and the ore smelted by the Blaenau Ironworks.
- 4.—The Brixham Hematite Iron Ore Mine.
- 5.—The Smallacombe Hematite Iron Ore Mine.
- 6.—The Ladoek Hematite Iron Ore Mine.
- 7.—The coal for the use of the ironworks and the native ironstone is to be supplied to the works under an agreement entered into at 6d. per ton only above the actual cost price.
- 8.—Agreements already entered into with two iron ore companies for the supply to the ironworks of hematite iron ore.
- 9.—Much importance cannot be attached to the enormous demand existing for the supply of hematite pig-iron, for Bessemer steel rails and other purposes, which is so great that the present hematite makers have difficulty in executing the orders on hand. The ironworks which the company will acquire for the production of this class of hematite and other iron are on the Vale of Neath Railway, almost equidistant from the large shipping ports of Swansea and Cardiff, having both broad and narrow gauge rails running into the works, and in the same coal and iron fields as the following well-known ironworks:—

The Abernant Messrs. Pothergill and Co.
Cyfarthfa Messrs. Crawshaw.
Dowlais Messrs. Guest and Co.
Hechny The Rhymney Iron Company.
Tredegar The Tredegar Company.
Ebbw Vale The Ebbw Vale Company.
Blaenau The Blaenau Company.

- 2.—The works are most substantially built, and admirably situated for the purpose of carrying on a large and profitable trade in the manufacture of hematite and other pigs, and consist of four massive stone-built blast-furnaces, fitted with the latest improvements for economising gases, blown by a powerful blast-engine, with 52½ diameter steam cylinder, 8 feet stroke, with blast cylinder, 8 feet 8 in. diameter, length of beam 27 feet, with four boilers, 36 feet 5 in. long, 7 feet 11 in. diameter, with necessary air-receiver, hot-air ovens, calcining kilns and coke-ovens; foundry; fitting shops, and fire-brick factory, extensive forge, manager's house, offices, &c. The four blast-furnaces are capable of producing about 30,000 tons of pig-iron per annum, about 10,000 tons of which will belong to the Iron Ore Companies for the supply of ore, and the forge of turning out 1000 tons of malleable iron per month, or 12,000 tons per annum. The profits on both classes of iron may, under the arrangements entered into, be taken at an average of not less than £1 per ton.
- 3.—The hematite iron ore mines to be acquired, and the further contracts for a supply of hematite ore from other mines, are important considerations in the establishment of the company, especially seeing the difficulty experienced by ironmasters at the present time in obtaining regular deliveries of good quality hematite ore, and it will be seen, on a perusal of the annexed reports, that an output of about 30,000 tons per annum is calculated upon from the four mines to be acquired, and taking this at the current market value (on which basis the profit on the pig-iron is reckoned), the average of profit will not be less than 4s. per ton.
- 4.—The importance and value of this combination cannot be over estimated, as thereby the company is relieved from any outlay, payment being taken for the ore supplied under contract, on a well ascertained basis, in pig-iron, thus securing a certain supply of the ore, which the company may deal with, either as smelters or merchants. The capital of the company being but £125,000, compares very favourably with the other large establishments of a similar character having capitals varying from £700,000 to £2,000,000.
- 5.—An agreement has been entered into, dated the 3d day of August, 1871, under which the mines and works are obtained in consideration of an allotment of the ordinary shares of the company, and the payment of £50,000 in money, the remaining capital of £75,000 being considered more than ample for the business purposes of the company.
- 6.—Considering these favourable features, the great and improving prospects of the iron trade, and that the total estimated profits amount to about £48,000, being £32,000 from the pig and manufactured iron, and £16,000 from the iron ore, a sum equal to 39 per cent. on the entire capital, the preference shares, which would but absorb an annual fixed sum of £7500, may be regarded as a safe and desirable investment. They will, as before stated, participate in all divisions of profits rateably with the ordinary shares, after payment, first of 10 per cent. on the preference shares, and second, of that amount on the ordinary shares.

8.—Prospectuses and forms of application for shares may be obtained on application to the bankers, solicitor, or secretary, at the company's offices, London, August 5th, 1871.

FORM OF APPLICATION.

(To be retained by the bankers.)

To the directors of the Welsh Ironworks Company (Limited).
GENTLEMEN.—Having paid to your credit at your bankers the sum of Pounds, being £5 per share on my application for preference shares of £50 each, bearing 10 per cent. preferential dividend, of The Welsh Ironworks Company (Limited), I request you to allot to me that or any less number of the said preference shares, and I hereby agree to accept the same, and to pay the balance in respect of such preference shares, in terms of the prospectus, dated the 5th day of August, 1871.

Name (in full)
Address
Profession (if any)
Date 1871. Signature
(Addition to be signed by applicant desiring to pay up all the instalments on allotment.)
I desire to pay up my subscription in full on allotment, thereby entitling me to priority in the allotment.

THE WELSH IRONWORKS COMPANY (LIMITED).

(To be signed by bankers and retained by applicant.)

Received of the sum of Pounds, being £5 per share on application for preference shares of £50 each, of The Welsh Ironworks Company (Limited).
For Bank.

SOUTHWARK AND CITY SUBWAY COMPANY

FOR MAKING AN UNDERGROUND RAILWAY FROM ST. GEORGE'S CHURCH, SOUTHWARK, TO THE CITY.

Incorporated by Special Act of Parliament.

Capital £100,000, in 10,000 Shares of £10 each.

Deposit upon application £1 per share. Payment on allotment £2 per share.

Calls for the balance not to exceed £2 per share, nor to be made at shorter intervals than three months.

Unless an allotment be made all deposits will be returned in full.

DIRECTORS.

(The number of Directors limited to Five by the Act of Incorporation.)

PHILIP HEMERY LE BRETON, Esq., Chairman of the Val de Travers Company, Rossly Park, Hampstead—CHAIRMAN.

Professor D. T. ANSTED, F.R.S., F.G.S., &c., 33, Brunswick-square.

CHARLES BANKS, Esq., Director of the Tower Subway Company, Westminster Chambers.

Sir W. FOTHERGILL-COOK, Great George-street, Westminster.

CHARLES LIDDELL, Esq., 24, Abingdon-street, Westminster.

ENGINEERS—Messrs. PETER W. BARLOW, F.R.S., AND SON, 26, Great George-street, Westminster, S.W.

BANKERS—UNION BANK OF LONDON, Princes-street.

BROKERS—Messrs. A. and W. RICARDO, 11, Angel-court.

SOLICITORS.

Messrs. WILSON, BRISTOWS, AND CARPMAEL, 1, Copthall-buildings, E.C.

SECRETARY—MR. J. WILSON THEOBALD.

OFFICES,—VICTORIA STREET, WESTMINSTER, S.W.

PROSPECTUS.

This company has been formed for the purpose of affording relief to the present enormous traffic passing along High-street, Borough, and over London Bridge, and for connecting with the City the extensive system of tramways having their termini south of the Thames. The Parliamentary powers conferred upon the company enable this to be effected by means of an underground railway, commencing at St. George's Church in the Borough, the junction of the important thoroughfares of Blackman-street, and Great Dover-street, passing under the High-street and the River Thames, and terminating in Artur-street West, close to King William-street and Cannon-street.

By the report of the Committee on the Metropolitan Toll Bridges Bill, it appears that in the year 1865, 60,000,000 of passengers annually passed over London Bridge, since which time such additions have been made to these figures that the consideration of the best mode of relieving the unparalleled traffic between the points to be served by the subway has become a matter of the most urgent public importance.

The number of persons passing from the Borough to the City will also be largely increased by the passengers using the systems of tramways from the populous district south, south-west, and south-east of the metropolis, while the many objections to allowing the tramways to be extended over London Bridge point to a subway as the only other available method of conveying them cheaply and expeditiously.

The mode in which the communication will be effected has been practically demonstrated by the Tower Subway, which passes under the Thames between Tower-hill and Vine-street, Southwark; and which, being of iron, has been constructed for about a tenth of the cost which would have been entailed under the old system of masonry. The principles upon which the Southwark and City Subway will be constructed are identical with those adopted in the Tower Subway, the material being of the same character throughout, but the area of the tunnel will be half as large again.

By the means which will be employed for drawing the trains, all inconvenience arising from the use of ordinary steam engines in underground railways will be obviated, while the atmosphere in the tunnel will be constantly renewed by a current of fresh air.

The Tower Subway Tunnel, in length two furlongs, was executed at the rate of 9 feet per day from one face. At the same rate of working the Southwark and City Subway, 5½ furlongs in length, can be constructed by working from both faces in seven months, or making allowances for the sinking of the shafts and the construction of the other necessary works, within 12 months.

The cost of construction has been ascertained by the experience gained at the Tower Subway; but in order to enable the directors to speak with greater confidence as to the cost of the Southwark and City Subway, contracts for a considerable portion of the land required have been made, and a contract for the execution of the works has been entered into with the same contractor who constructed the Tower Subway, at prices which leave no doubt that the undertaking will be carried out considerably within the share capital of the company, and without making any use of its borrowing powers.

The Tower Subway was opened for foot traffic on the 24th December, 1870, and within the first six months more than half a million people walked through it.

The following is estimated as the minimum revenue of the Southwark and City Subway:—

Trains to start from each terminus every five minutes, with an average of 36 passengers in each train, or one-third of the maximum accommodation which will be for 104 passengers. Twelve trains each way, or 24 trips per hour, with 36 passengers in each train, would give an average of 864 per hour, and in a working day of 18 hours, 15,552 passengers. These at a toll 1d. each would give a daily gross taking of £64 16s., and £21,966 per annum. The company by their Act have power to charge 8d. per passenger for first-class passengers; but excluding all calculation on this head, and adding an additional penny for only one-tenth of the above number, as second-class passengers paying 2d. 2,196

Deduct one-third for working expenses 732

Leaving a balance of £16,168

Equal to a return of over 18 per cent. per annum on the entire share capital, or a considerably higher return on the estimated expenditure.

With reference to the estimate of one-third of the gross revenue for working expenses, there is no doubt such proportion will be amply sufficient; it having been satisfactorily proved that with a light narrow gauge railway, the expenses are far less than by the ordinary system.

Applications for shares, accompanied by a payment of £1 per share to the company's bankers, must be made on the annexed form, either to the company, at their offices, 6, Victoria-street, Westminster, or to the brokers, Messrs. A. and W. Ricardo, 11, Angel-court, Bank. In the event of the full number applied for not being allotted, the balance of the deposit will be credited to the payment due on allotment, and should no allotment be made, the deposit will be returned in full.

FORM OF APPLICATION.

(To be retained by the bankers.)

To the directors of the Southwark and City Subway Company.

GENTLEMEN.—Having paid to your bankers the sum of Pounds, being £1 per share on my application for shares of £10 each in the Southwark and City Subway Company, I request you to allot to me that or any less number of the said shares, and I hereby agree to accept the same, and to pay the balance in respect of such shares, in terms of the prospectus, dated the 10th day of August, 1871.

Name (in full)
Address
Profession (if any)
Date 1871. Signature
I desire to pay up my subscription in full on allotment, thereby entitling me to priority in the allotment.

SOUTHWARK AND CITY SUBWAY COMPANY.

The LIST FOR SHARES in the above will be CLOSED on TUESDAY, 14th, for LONDON, and WEDNESDAY, 16th, for COUNTRY APPLICANTS.

ACCIDENTS CAUSE LOSS OF LIFE.

ACCIDENTS CAUSE LOSS OF TIME.

Registration of New Companies.

The following joint-stock companies have been duly registered:—

PLYM HEAD CHINA CLAY AND MICA WORKS COMPANY (Limited).—This is a company which is established, with a capital of 15,000*l.*, to acquire the rights and interests of one Mr. George Carne in some property at Plym Head, near Plymouth, Devon, its object being sufficiently explained in the company's name, as above. The promoters, who take up one share each, are—Henry Carne, of South Brent, Devon; W. H. Palmer, 21, Gresham-street; J. B. Cox, 17, Groombridge-road, South Hackney; E. H. Row, 15, Lower Phillimore-place; F. Bradley, 75, Mark-lane, E.C.; Allen Carne, Norfolk-terrace, Bayswater; W. R. Townsend, 29, Molyneux-street, Bryanston-square.

EAST BOTTLE HILL MINING COMPANY (Limited).—This is a Devonshire Mining Company, the locality of whose operations, like those of the preceding company, will be near Plymouth, the mine being situated in the parish of Plympton St. Mary. The capital is 30,000*l.*, in 5*l.* shares, the promoters being chiefly gentlemen residing in the North of England.

SOUTH AMERICAN VAL DE TRAVERS ROCK PAVING COMPANY (Limited).—Capital 100,000*l.*, in 10*l.* shares. This is a company formed to acquire a concession from the Neufchatel Bituminous Rock Company, for the sole use of their asphalt in South America. The promoters are—William Abbott, 10, Tokenhouse-yard, E.C., 10 shares; Thomas Rent, 10, Tokenhouse-yard, E.C., 10 shares; W. P. Gaskill, secretary of the Anglo-Hungarian Rock Paving Company (Limited), 10 shares; L. T. McEwen, Lombard House, 10 shares; J. B. Wanklyn, Angel-court, 10 shares; W. Parry, Wandsworth, 10 shares; Alexander McEwen, Lombard House, E.C., 10 shares.

BIRMINGHAM AND DISTRICT TRAMWAYS COMPANY (Limited).—Two kinds of companies, both calculated to promote the public good by promoting improved systems of locomotion, are in high favour just now. We need hardly say we refer to the Asphalt and Tramway companies, which are being registered in such numbers. This company is formed to construct and work tramways in Birmingham, Staffordshire, and district, under various Acts of Parliament recently obtained. The capital proposed is 130,000*l.*, in 6500 shares of 20*l.* each, more than half of which have been already taken up. The directors are—Lord Robert Montagu, M.P. (Chairman); William Busby, Esq., Chairman of the Liverpool Omnibus and Tramways Company; Loftus Fitz-Wygram, Esq., 89, Eccleston-square; Thomas Short, jun., Esq., Director of the Birmingham Joint-Stock Bank; William Marston Ward, Esq., Deputy-Chairman of the Birmingham Banking Company (Limited); and Major-General Wynne, of the Royal Engineers, and late Inspector of Railways for the Government. The company's offices are at 8, Old Jewry, E.C., and 28, High-street, Birmingham.

INCE HALL ROLLING MILLS COMPANY (Limited).—This is a company which proposes, upon a capital of 15,000, divided into 1500 shares of 10*l.* each, to conduct iron and smelting works, rolling-mills, &c., and generally to all such things as are incidental or conducive to the attainment of these objects. The promoters are W. Crompton, Ince, Lancashire, 200 shares; C. F. Clark, Ashton-cross, Newton-le-Willows, 100; Daniel Harrison, Gipsy House, Derby, 150; C. H. Smith, 12, Sidney-street, Derby, 80; W. Waddington, Ince, 80; Z. Potter, St. Helen's, Lancashire, 50; W. Hinchcliffe, Lower Ince, 30.

METROPOLITAN COMPANY (Limited).—For the most part the names of the companies registered under the Limited Liability Acts indicate in some degree the nature of the proposed business operations of the new association. Except just in a few cases, which have been dubbed "surnames with limited liability," where a private firm has been turned into a joint-stock company, and the name of the old firm more or less retained, we do not meet with many instances of such a vague and perplexing title as that of the company now under notice. From the Memorandum of Association we learn that the company is formed to acquire premises for a club or clubs, billiards, &c., for the convenience of members and the accommodation of the public. The capital is 30,000*l.*, in 3*l.* shares, and the names of those starting the company are—J. V. Hyde, 80, Lower Thames-street; H. Falkner, Trump-street, Wood-street; C. H. Clarke, 13, Paternoster-row; Henry Yeates, Gracechurch-street; Thomas Mockler, 9, Sussex-street, Warwick-square; J. H. Bone, Hamilton-place, North Brixton, each of whom take up one share.

GREAT BRITAIN FIRE INSURANCE COMPANY.—This company is registered to carry on the business of a fire office, upon a capital of 300,000*l.*, in 60,000 shares of 5*l.* each. Investors will, of course, note the fact that the company being registered is an unlimited company, and does not take advantage of the principle upon which nearly all companies are incorporated under the Companies Acts, and by which shareholders are not liable beyond the nominal value of their shares. The Memorandum of Association bears upon it many well-known signatures, the following gentlemen taking ten shares each:—Viscount Newry, M.P., 6, Waterloo-place, Pall Mall; R. M. Torrens, M.P., 2, Gloucester-place, Hyde Park; William Burr, 25, Birch-lane; Vice-Admiral Currie, Cuckfield; T. L. Davison, 2, Royal Exchange-buildings; Edwin Lankester, M.D., 23, Great Marlborough-street; George Norton, 9, Park-street, Windsor; James Wright, 12, Cophall-court; B. C. Hargreaves, 14, Bishopsgate-street; Rev. C. Lee, Haverstock Hill; Andrew Francis, 101, Cheapside; D. A. Young, Appleton-park, near Ealing.

SOUTH BRAZILIAN RAILWAY COMPANY (Limited).—Capital, 1,300,000*l.*, in 130,000 shares of 10*l.* each. This company is formed to acquire concessions granted by the Brazilian Government for the construction of a railway from the foot of Rio Grande do Sul, in the province of Sao Pedro, to Landiota Valley, a length of some 173 English miles. The promoters are—H. Bischoffsheim, Founder's-court, Lombury; Sigismund Langenbach, Founder's-court; Henry P. Sharp, 9, Dover-street, Piccadilly; L. R. Bischoffsheim, Paris; R. L. Bischoffsheim, Rue de Gramont, Paris; T. Hexman Goldschmidt, 39, Boulevard Haussmann, Paris; Egas Moniz de Aragao, 6, Half Moon-street, Piccadilly.

MANCHESTER VAL DE TRAVERS PAVING COMPANY (Limited).—Capital, 100,000*l.*, in 20,000 shares of 5*l.* each. Under an agreement with the Val de Travers Asphalt Company (Limited), this company is formed to make asphalt roads in Lancashire, Yorkshire, and Cheshire. The following are the promoters:—James Dorrington, 101, Portland-street, Manchester, 300 shares; Josiah Radcliffe, 20, Faulkner-street, Manchester, 300 shares; Duncan Matheson, 60, Peter-street, Manchester, 300 shares; Henry Cook, 4, St. Anne's Church-yard, 50 shares; William Sale, 29, Booth-street, Manchester, 100 shares; W. H. Hilton, 29, Booth-street, 10 shares; T. Browning, 4, York Chambers, 25, shares.

IMPERIAL BRAZILIAN COLLIERIES (Limited).—Capital 100,000*l.*, in 20,000 shares, of 5*l.* each. The Brazilian Provincial Government subscribe for 2000 shares, and 15,000 others are offered to the public. The object of the company is to acquire and work the valuable collieries of Arroio dos Ratos, near the town of Sao Jeronimo, on the river Jacuhy, in the province of Rio Grande do Sul, in the Empire of Brazil. The directors are Mr. E. Brydges-Williams, M.P. (Chairman); Lord Bingham, M.P.; Rear-Admiral Sir William King Hall, K.C.B.; Mr. E. Leigh Pemberton, M.P.

RUSSIA COPPER COMPANY (Limited).—Capital 300,000*l.*, in 10*l.* shares. This company is formed to purchase and develop well-known mining properties in the districts of Orenburg and Ufa, in Eastern Russia, and to carry on operations as miners, smelters, &c. The subscribers are—A. J. Mundella, Esq., M.P., The Park, Nottingham; George Anderson, Esq., M.P., Reform Club; James Brodgen, Esq., Ironmaster, Glamorgan; W. B. Lambert, Esq., Blackwater; F. E. B. Beaumont, Esq., M.P., 3, Victoria-street, Westminster; E. Clark, Esq., 5, Victoria Chambers; Charles Hurlbutt, Esq., 6, Queen-street-place, E.C. All these take one share each. The directors are the five first, with, in addition, the Right Hon. T. E. Headlam (Chairman); Lieut.-Colonel Napier Sturt, M.P.; John Taylor, Esq., and Richard Taylor, Esq., of 6, Queen-street-place, E.C.

RICHMOND CONSOLIDATED MINING COMPANY (Limited).—Capital 220,000*l.*, in 44,000 shares of 5*l.* each, 32,000 of which are offered for subscription. This is a company for acquiring the mining properties, works, and machinery of the Richmond Mining Company of

Eureka, Nevada, U.S. The directors are Messrs. Edward Bower, 134, Fenchurch Street, E.C.; John Elliott, London and Bassett, Southampton; Frederick Perkins, Old Jewry Chambers, E.C.; and William Warren Streeter, The Rosary, Richmond.

LOWWAY COAL COMPANY, CAPE BRETON (Limited).—Capital, 30,000*l.*, in 3000 shares of 10*l.* each. This company is formed to acquire some 300 acres of freehold land, as well as two leases of coal mining properties, in extent one square mile each. These are known as the Lowway Areas, and are situated about nine miles from Sydney Harbour, Cape Breton, Nova Scotia, on the Glasgow and Cape Breton line of railway. The subscribers are—Thomas Fenn, 50, Threadneedle-street; Samuel Underhill, The Lawn, Upper Clapton; Fred. A. Durnford, Walton-on-Thames; J. Smith, 50, Threadneedle-street; Newman Morris, Lingfield, Surrey; L. S. Bristowe, Stock Exchange; M. Rooney, 28, Bishopsgate-street.

HAMILTON SMELTING COMPANY (Limited).—Capital, 60,000*l.*, in 12,000 shares of 5*l.* each. The object of this company is to purchase a valuable smelting and mineral property, situated near Hamilton, White Pine district, Nevada, U.S. An exploration company, formed last year, for the purpose of investigating the property, having reported most favourably of it, this company is now established to acquire and work it, and it is believed the results will be most profitable to the shareholders. The directors are—A. Alison, Esq., Elgin-road, Bayswater; F. Bennett, Esq., 1, New Broad-street, E.C.; Athole Burnett, Esq., Berkeley-square; J. Muir, Esq., Blackheath, and two others chosen by the shareholders.

MONKSTON MANGANESE MINING COMPANY (Limited).—Capital 10,000*l.*, in 10,000 shares of 1*l.* each. This company is formed for the acquisition of the Monkston Manganese Mine, situated in the parish of Brentor, near Tavistock, Devon. The subscribers are—W. Newton, 63, West-street, Tavistock, 1333 shares; J. Smith, 395, Bethnal-green-road, 1337 shares; W. W. Prole, 11, Bloomfield-terrace, London, 1334 shares; Marmaduke Walker, 44, Finsbury-circus, 812 shares; John Clark, 41, Finsbury-circus, 812 shares; Adam Clark, 41, Finsbury-circus, 376 shares; T. R. M. Gomet, 77, Cannon-street, 2000 shares.

Meetings of Public Companies.

WEST CARADON MINING COMPANY.

A general meeting of shareholders was held at the offices, Austin-friars, on Tuesday, Mr. PETER WATSON in the chair.

Mr. W. J. LAVINGTON (the secretary) read the notice convening the meeting. The accounts, embracing five months' costs to the end of June, showed a loss of 836*l.* 7*s.* 10*d.* The debit balance amounted to 790*l.* 14*s.* 8*d.*, including everything charged up in connection with the old mine.

The agent's report was read, as follows:—
Aug. 5.—In presenting you my report for the general meeting, to be held on the 8th inst., I beg to say the various points of operation have been urged on with the greatest possible dispatch, both underground and at surface. Marina's Shaft: Since the last meeting we have fixed at the 66 fm. level a 12-fm. drawing lift, cut trip-plat, and driven 17 fms. north towards Allen's lode, and calculate we have about 3 fms. to reach the same; when this point is reached I expect to meet with a good lode, there being in the bottom of the winze sunk from the level above, and now down within 2 fms. of the back of this level, a lode yielding 2½ tons of good quality ore per fathom. Allen's lode in the 55 fathom level, east of cross-course, is 2 ft. wide, and will produce 1 ton of copper ore per fathom; here we expect a speedy improvement, as the lode in the winze sinking the 42, now down between 7 and 8 fms., and about 4 fms. in advance of this end, will yield 2 tons per fathom. This winze we are obliged to suspend until the shaft is holed for want of ventilation. Two stops in the bottom of the 42 fm. level will yield 2 and 2½ tons per fm. respectively. We have also nine pitches working, at an average tribute of 11*s.* 2*d.* in 1*l.* The new lode cut in the cross-cut, north of Allen's, will yield west of cross-cut 1 ton per fathom, east of ditto 1 ton per fathom. Should this lode prove productive away from the cross-course, and I see no reason to doubt it at present, it is a very important discovery, being all in whole ground for hundreds of fathoms, and can be opened up in less time than if cut in any other part of the sett, being only about 12 fms. north of Allen's lode. Cross-cuts can be put out from the 32, 42, and 55 fathom levels, and prove the lode in a short space of time; nor will the cost of doing this be very great. In the cross-cut south we have driven through a hard bar of elvan, but since we have passed it we have been cutting strings and branches of very rich gray and black ore. We have two men opening out on some of these branches, and four driving the cross-cut through a very pretty channel of ground. I would here remark that the mere driving of a cross-cut is not a sufficient trial of lodes or branches. We often find the lodes in the cross-course small and unproductive, and frequently, after driving some distance from the same, rich deposits of ore are met with. Richards's shaft is now down 18 fms. from surface, the lode producing 1 ton per fathom. The rise against this shaft is up 15 fms. from the 30 fm. level; lode worth 1½ ton per fathom; we have, therefore, only about 2 fms. more to effect a communication. This would have been accomplished ere this, but, having so much water to contend with, we have been obliged to put down a lift to sink with, an incident which I have not known to occur at such a shallow depth before in this district; this, of course, has much retarded our progress. You will, therefore, see from the above that we have some very important points before us—the hoiling of the 42 to the 55, where we have a good lode; the hoiling of the 55 to the 66, where we have also a good lode; the communicating of Richards's shaft with the rise, which will, no doubt, open up a good piece of tribute ground, together with the great probability of meeting with rich deposits of ore in the south cross-cut. I have to-day sent on a box of specimens from the branches now being driven on in the south cross-cut, and also from the new lode cut in the north cross-cut, for your inspection. I scarcely need to remind you, as some of the present shareholders must know, that not much over 200 fms. east from where we are now working 100,000*l.* profits were given to the shareholders, and from present indications, there is every probability of the present shareholders being amply rewarded for their great outlay in thus far developing this part of the sett, the stratum being everything that can be desired for the production of mineral. We have sold, to come to the credit of the present meeting, 402 tons of ore, realising 1881*l.*, so that you can see a little better standard would have enabled us to pay cost.—N. RICHARDS.

The CHAIRMAN said the committee thought it desirable to charge up the costs to the end of the half-year, taking credit for the ore sampled in the month, and sold on June 20, therefore the balance-sheet now presented was as closely charged up as that of any mine in Cornwall. It would be observed that there was an item for law charges, rent, and also an old amount for damage to land, amounting together to something over 1000*l.* It was an exceptional item in connection with the operations at the old mine, and, therefore, would not occur again, the whole of the charges relative to that portion of the property of the company having been made, and the account closed. It was the intention of the committee to have held this meeting on the mine, but circumstances had transpired preventing it. He remembered a common saying throughout Cornwall, that a mine would never be found east of Truro Bridge, but some of the greatest mines in Cornwall, if not in the world, had been discovered east of Truro Bridge. Devon Consols, for instance, upon an outlay of about 1000*l.*, had returned in actual dividends no less than 1,180,672*l.*, or equal to 1153*l.* per 1*l.* share; then there was the Old Pheno Mine, in the Caradon district; and South Caradon, which upon an outlay of 640*l.*, or 25*s.* per share, had returned dividends amounting to 350,000*l.*, or nearly 670*l.* per share. West Caradon used to be considered one of the best mines in the district, and had yielded something like 100,000*l.* worth of ore from some of the South Caradon lodes. About three years since it was recommended by some shareholders that operations should be commenced on the other lodes that had been productive both in South and West Caradon; and he was exceedingly glad to be able to state that, although those operations had not yet resulted in profits, the sales of ore had been for some time past gradually increasing, the present returns being something like double what they were 12 months since. The report just read referred to some important discoveries having been made both north and south. The lodes in South Caradon, as also in West Caradon, were sometimes not more than two or three fingers wide, but gradually opened out to 3 or 4 feet, and at the same time becoming very rich—therefore, although the lodes were now small, they would no doubt open out in depth, and produce more and richer ore. He need hardly say that the committee were exceedingly glad to be in a position to congratulate the shareholders upon the improved prospects of the mine, and also upon the extremely promising manner in which it was opening out. He thought there were now good reasons to believe that their most sanguine anticipations would be realised at no distant period. (Hear, hear.) He might add that the committee had duly considered the financial position of the company, and were unanimous in recommending a call of 1*s.* 6*d.* per share, so as to wipe off their indebtedness, and provide something for the future working of the mine. He hoped that for the future they would be able to dispense with calls, and that the revenue of the mine would at least meet the outlay incurred in its development.

Mr. BILEY said he had just returned from the mine, and that he went minutely into every particular, both with regard to the working and its future prospects. He was quite content to leave the future to verify the fact that not one-half had

been told. The labour cost for the last five months was very heavy, but if shareholders had visited the mine, as he had done twice since the last general meeting, they would not only be satisfied that the money had been well and judiciously spent, but would also be perfectly astonished at the amount of work done in so short a time—work that will not be required to be done again. When on the mine, some four months since, he found it was impossible to lay open such a fine mine to advantage without putting down a shaft on the course of the lode (Allen's), Marina shaft being some 21 or 22 fathoms to the south of the lode. To reach the lode by a cross-cut had generally taken from five to six months, consequently with a shaft down on the course of the lode a considerable amount of cost and time would in future be saved. The new shaft (called Richards's) would be holed to the 30 within a few days, and as soon as that work was accomplished the mine would be thoroughly ventilated, and they would also be in a position to drive a 20 fm. level; and, judging from the ore broken in the rise, they might reasonably expect to have a fine course of ore, the ore at this point being in the gossan was very rich. The north lode, recently intersected north of Allen's lode, would astonish the shareholders before the next meeting. To the east of the present workings, and some 30 fms. from the furthest level driven, one of the main cross-courses would be intersected. It was from this cross-course, about 30 fms. on each side, that some 40,000*l.* profit was made from lodes a little to the north of the north lode; and, as all their lodes passed through this same cross-course, they might with confidence look forward to realising similar results. Many shareholders appear to be disappointed at the results of the south cross-cut, but the branches recently intersected, and which appear to be coming together, would no doubt in a few days counteract any disappointment that may have been felt by some. There cannot be much reason to doubt the result of this cross-cut on Jope's lode, seeing that the lode proved rich up to the eastern boundary some 150 fms. from Marina shaft, and found in Caradon Consols, to the west, some 180 fms. from Marina shaft, worth 1½ ton of ore per fathom, and within about 2 fms. of West Caradon Mine. Having a run upon this lode of over 300 fms., the shareholders might make themselves very contented. Only let the lode be opened up and he had not a shadow of a doubt about the lode proving rich, as it had proved in mines to the east. This lode will shortly be opened upon at another point, and had held up rich to within 10 fms. of surface in mines to the east of the present workings.

Mr. THOMAS PRYOR (the purser) said he felt a great deal of pleasure in attending the present meeting. He had been officially connected with this mine for about 14 years, during which the shareholders had been paid some handsome dividends, and since that time to the present he had never seen the mine present such prospects—indeed, they were now indulging a hope that they would at no distant time be in the same satisfactory position as they were some years since. It was well known that the mines in the Caradon district yielded profits shallow, and he thought that some of the gentlemen present would verify this when they looked back a few years, and saw that in West Caradon they had given 100,000*l.* to the shareholders in the shape of dividends. In the western part of West Caradon they had given during his late uncle's time something like 30,000*l.* in dividends from the shallow levels.

The accounts were passed and allowed, and (with the reports) were ordered to be entered on the minutes.

A call of 1*s.* 6*d.* per share was made. The committee of management were re-elected. The meeting having been made special, the shares in arrear of calls were absolutely forfeited.

A vote of thanks to the Chairman terminated the proceedings.

WEST ESGAIR LIE MINING COMPANY.

A general meeting of shareholders was held at the mines on Aug. 3, Capt. HAMILTON in the chair.

Mr. W. J. LAVINGTON (secretary) read the notice convening the meeting.

The report of the directors stated that in again meeting the shareholders of the West Esclair Lie Mine they have very great pleasure in being able to confirm the opinion already expressed as to the value of the property, and the increased prospects of speedily realising a return for the money invested. The balance-sheet, duly audited to the end of July, shows clearly the financial state of the company, and the full report of Capt. Harvey as to the work done since its formation will explain to the shareholders what has been accomplished, and the state of the mine at the present moment. The directors cannot but congratulate the shareholders on this; very valuable discoveries have been made, and the opinion of many eminent mining men points to a most prosperous future. The directors can only hope that these anticipations may be realised.

The report of Capt. R. Harvey, the manager, stated that no time would be lost in getting the crusher fixed and the dressing-floors made, as the whole of the stuff broken in cutting through the lode will have to be cleaned for market. The whole of the machinery at the western part of the mine (underground and at surface) is in excellent working order. They cannot do better than push the erecting of the machinery in the eastern mine with as little delay as possible; when completed, and the new shaft sunk to the depth proposed, and the level extended a little east and west on the course of the lode, he could but express the great confidence he felt in the great success attending the future operations of this valuable property.

The CHAIRMAN said that, although he had not had very large experience in such matters, it was clear that the shareholders' money had been most judiciously and economically expended, and that they would be well rewarded for their outlay. From what he had seen in company with the practical agents he felt perfectly satisfied that the mine would soon speak for itself, as all concurred in the opinion that the lode would gradually improve in depth. There could not be a divided opinion that the report just submitted was highly satisfactory, and pointed to an early success. He would not now detain the meeting with any further remarks, except it be to add that not the least satisfactory feature in their enterprise was the small amount of its capital, although amply sufficient to bring the mine into a profitable position. He concluded by moving the adoption of the report and balance-sheet.—Colonel DANIEL seconded the proposition.

Capt. S. TREVELYAN said that from his knowledge of the mine (having spent some time over its inspection), he felt persuaded that the deeper the shaft was sunk the richer the lode would become. He estimated the value of the copper at 4*l.* to 12*l.*, and the lead from 12*l.* to 14*l.* per ton. He gave these wide margins, as, of course, he should like to see the ore at surface sampled before giving any positive statement. There was copper ore there worth over 15*l.* per ton, whilst some was not of so much value. The lead was not so variable.

Mr. CHARLES LESTER said he was quite sure from all the shareholders had seen that day they would agree with him that their manager (Captain R. Harvey) was a man of a most persevering character, and that he had pushed on the works in a very energetic manner, doing his very best for the interests of the company.

Capt. HARVEY, in reply to questions from shareholders, stated that the ore now coming from the lode was more than sufficient to pay for all the working, and that when the machinery was completed, they would be able to commence selling ore regularly. The new water-wheel would be ready to go to work during September, and the crusher would be up in one month afterwards. All the necessary machinery was on the mine, and but for the late heavy rains would have been in a much more forward state. In the meantime, they would be driving the ends east and west, and sinking under the adit, whereby they would be daily breaking ore ready for dressing. The lode in the bottom of the level was from 5 to 6 feet wide, and widening every foot it was opened on, showing more promise than was ever expected, and as much as could ever be wished for. Already they had 14 fms. of backs, the whole of which would be stopped away for market, and would, so far as he could see at present, fetch 10*l.* per ton after it had been marketed.

The motion adopting the report and balance-sheet was put and carried unanimously.

Upon the proposition of the CHAIRMAN, seconded by Mr. G. LAVINGTON, the retiring director (Col. Daniel) was unanimously re-elected, and Mr. F. A. Toyne was elected director in the room of Mr. Fothergill.

Dr. ROWLAND said he had known the neighbourhood for many years, and in the course of his professional visits amongst the miners his attention was first drawn to this mine. He had since looked into the affairs, and had come to the conclusion that the statements made to him were without doubt correct—that this was the champion lode of the county, and that nothing was wanted but a little time to make the mine an exceedingly profitable and paying concern. He advised those present to double their interest if practicable, as it was his intention to do; and he looked to meeting them next year, when they would, in his opinion, declare a good dividend. (Hear, hear.)

Capt. JOHN TREVELYAN said he had had 39 years' experience of the Cardiganshire mines, and was satisfied that the West Esclair Lie lode was the champion lode of the county, and, in fact, the one that had been so productive in the Van and other rich mines. So far as his experience extended he had never seen a lode possessing the same characteristics and stratification fall as yet. Looking at all the Cardiganshire mines at the present time with east and west lodes similar to West Esclair Lie, they were either paying or on the verge of doing so. It was the very flower of the fruit, and he could congratulate the shareholders on possessing one of the very first properties in Wales. He should speak well of it wherever he went, feeling certain of the company's success.

Mr. HARRISON (a shareholder, and the solicitor to the company) said that he was glad to think he had been instrumental in the early stages of the company's existence in making the capital ample for the full development of the mine, and yet in keeping the concern unencumbered by promoters' charges. The shares were now held amongst those who took a real interest in the affairs of the company, and the capital was of such moderate dimensions that handsome returns could be confidently anticipated. The management was unexceptionably good, and in their secretary they had a guarantee that everything would be conducted in an honest and straightforward manner. From what he had seen he believed the fortunate holders would reap a benefit amounting to cent. per cent. upon their outlay.

Capt. CORBETT said he had been the manager of Esclair Lie Mine up to the time it was sold over to the present company. He had had pretty good opportunities of watching the West Esclair Lie, and had been underground many times. He became a shareholder in the company, feeling confident that it would eventually turn out a first-class affair. The lode in the adit was as fine a lode as any in the Principality.

Capt. LESTER said that about 25 years ago he held the mine, and he knew the property well. He had the highest opinion of it. They worked the blende lode at that time, and the eastern workings were not then in existence, having been commenced, as they were aware, by the present company, and originated by their able and zealous captain. He (Captain Lester) had been connected with Brimflod and many other mines in the neighbourhood, but he never saw a finer lode than the one in the eastern shaft of this mine. Its whole nature and character were indicative of permanent productivity.

Mr. GEORGE LAVINGTON proposed a vote of thanks to the directors for the very able manner in which the business of the company had been conducted under their guidance during the past twelve months. From the favourable opinions they had all heard expressed that day by the experienced and practical mining engineers present as to the position and prospects of their property, he felt quite certain they would go away highly pleased with what they had seen and heard. It was a satisfaction to him to find so many local shareholders who had joined the company from a conviction, founded on experience, as he

its ultimate success. To those it must be highly gratifying to hear that there was a board of directors at the helm, exercising that vigilance and economy for the want of which many good mines had met with disappointment.

Mr. W. B. HARVEY seconded the proposition, which was carried unanimously. The CHAIRMAN, in returning thanks, said that they were so well assisted by their worthy secretary that he could not sit down without remarking on his zeal and ability. The first year of the company's existence was sure to be the worst-year. As for the future he entertained no fear or doubt; he expected at their next annual meeting to have a very different balance-sheet to lay before them. At all events they might depend on one thing—that the directors and their worthy secretary would go on honestly and straight to the end.

Mr. J. J. LYNCH wished to corroborate the Chairman in his remarks as to the invaluable services rendered by their secretary, and the interest he always manifested for the welfare of the company. He felt certain the mine possessed all the elements of success, and that nothing was wanting but a short time in which to complete their machinery, after which such results would, in his opinion, follow as to surprise and delight the proprietors. He concluded by moving a vote of thanks to the secretary. Mr. TOYNE seconded the proposition, which was put and carried unanimously.

The SECRETARY briefly responded, thanking the meeting for this renewed mark of confidence, and assuring the shareholders that he should continue endeavouring to merit that confidence by doing his utmost to contribute to the company's welfare. (Hear, hear.)

Upon the motion of Mr. HARRISON, seconded by Mr. GRAHAM, the sum of fifty guineas was placed at the disposal of the board as a slight acknowledgment of the very valuable services they had rendered to the shareholders. The new engine-shaft has been named "Hamilton's," after the Chairman of the company. A vote of thanks to the Chairman closed the proceedings.

GREAT ROCK LEAD MINING COMPANY.

A general meeting of shareholders was held at the offices, Austin-friars, on Tuesday.—Mr. PETER WATSON in the chair.

Mr. W. J. LAYINGTON (secretary) read the notice convening the meeting. The report of the directors was as follows:—

It will be remembered that at the last general meeting of shareholders, held on the mine twelve months ago, owing to the very dry season it was impossible to obtain sufficient water from the river for working the water-wheel, consequently our operations had for some time previously and were then suspended, and this state of affairs continued for nearly two months afterwards, owing also to the severe winter, which froze up the wheel for a considerable time. The operations have been considerably retarded, and the vigorous developments in depth, which the directors and manager called attention to then, have been unavoidably delayed. It will be seen by the report presented to-day that although the expectations have not as yet been realised, yet the prospects in depth are of no ordinary character, and the directors still believe that if a vigorous prosecution in depth is continued ultimate success will follow.

Since the last meeting Mr. H. G. Sharp has retired from the board, being disqualified, and the directors elected Mr. P. Watson to fill the vacant seat. Mr. P. Watson retires at this meeting, according to the Articles of Association, and being eligible offers himself for re-election. The directors going out of office are Messrs. E. Cooke and G. P. Bidder, Jun., both of whom offer themselves for re-election.

The report of the agent was as follows:—

Aug. 7.—I beg to hand you my report for the annual meeting, showing the amount of work done within the last 12 months, our present operations and future prospects, with the general appearances of the mine at the present time. The engine-shaft has been sunk 13 fms. 5 ft. 9 in.; the end of the shaft between the shallow and deep level, and the level of the mine, composed of quartz, quartzite, and lead ore, has been driven 10 fms. 10 in. and is now ready to be driven to the 23 fm. level. We have about 6 feet more to sink before driving out our 34 fm. level; the lode for the whole sinking has shown a sprinkling of lead, with a beautiful hanging-wall, coated in places with a thin-soled branch of lead, which is in my opinion evident proof that lead will be found in depth. It may be said that a good depth has already been attained from the side of the hill, seeing that we are 60 fathoms from surface, but although we are 60 fathoms from the outcrop of the hill we are scarcely 20 fathoms under the bed of the river. About the 23 fathoms level our shaft came into a fine-looking lode, composed of quartz, quartzite, and lead ore, but this we soon got through, and it does not seem to have extended far out of the shaft. The 23 fm. level, east of shaft, has been driven 37 fms. 4 ft., in a lode producing occasional streaks of lead for the whole distance, and within 9 feet of the present forebore we had a great improvement in the lode, but the ore seems to have taken an oblique direction in the lode; I have put the men to shoot down the side of the level and follow it, and I am glad to say that we are getting much better lead here than any before seen in the bottom of the mine. The 23 west has been driven 3 fathoms in the same character lode as noted above. A winze is being sunk in the bottom of the 12, for the twofold purpose of proving the lode and for ventilation. A cross-cut south, in the 12, has been extended 1 fm. 5 ft. 2 in., where I think we have intersected the footwall of the lode; the lode at this point is full 30 feet wide, intermixed with patches of quartz and spots of lead, but not to value. The cross-cut north, in the 12, has been extended 1 fm. 3 feet, but nothing of importance has been seen. A rise has been put up 4 fms. in the back of the 12, which shows the lode to be of the same character as that seen in the 12, with a well-defined wall, and producing occasional streaks of lead. The deep adit level has been cleared, timbered, and rail-road laid down for upwards of 50 fms., since which we have extended the level 19 fathoms, and put up a rise 4 fathoms 3 feet, in a lode producing some nice streaks of lead, and from the appearance in this level I feel that we have good ground to expect success in our deeper levels when brought up to this point. The level on No. 1 lode has been extended 8 fms. 4 ft., and a rise put up behind the end 4 fms. 6 in. towards the shaft in the wood; these points are unproductive at present, although each of them have produced some good streaks of lead. We have stoped in different places 17 fms. 3 ft. and sold some of the lead, and have a lode now ready in the ore bin. Our machinery, both underground and at surface, is in good working order, and we shall not require any money for any other purpose but the actual underground operations, consequently it would not require a very important discovery to enable us to pay our expenses; therefore I should recommend all the force possible in deepening the mine and extending the bottom levels. In concluding my report, I must say that I have been very much disappointed so far, for from the appearances presented to me, and everyone else who saw the mine, I thought I was justified in expecting to have made some very important returns ere this; but such things success I have so anxiously wished for has not yet been attained, I cannot but think, and fully believe, that a lode of this character, full 30 ft. wide in places, impregnated with lead throughout, must contain, and will produce, some important deposits of lead.—P. S. On surface we have erected a small water-wheel and round buddle to dress the slimes.—J. KEMP.

The CHAIRMAN regretted that hitherto their anticipations had not been realised, but that to no small extent was to be accounted for by the fact that since the last meeting they had been unable to fairly continue the development of the mine, owing, in the first place, to the protracted drought, and in the next to the severe frost. For something like two months the river, which was usually a fine stream, had been almost without a drop of water, and scarcely had the drought ceased, and the mine got into working order, then the frost came and stopped the wheel; so that it was only during the past few months that they had been able either to sink the shaft or otherwise develop the mine. It certainly did appear that a lode of such an enormous width as 30 feet required depth only to meet with a large deposit of mineral, and that that which had already been laid open was only the crust of what might be expected when a sufficient depth had been attained. It was for these reasons that he would strongly recommend the sinking of the shaft, although just now it might be somewhat difficult to obtain a large accession of labour by reason of the harvesting operations. It was true that success had not yet been realised, but he saw nothing whatever to induce despair. With these few remarks he would move that the reports and balance-sheet be received and adopted.

Capt. KEMP, the manager, explained the different points of operation. The reports and balance-sheet was received and adopted. The retiring directors were re-elected; Mr. Peter Watson was elected to a seat at the board. A vote of thanks to the Chairman terminated the proceedings.

COED MADOG SLATE COMPANY.

The ordinary general meeting of shareholders was held at the offices, Queen-street-place, on Tuesday.

The report of Messrs. John Taylor and Sons stated that they sent Mr. John Paull, the manager to the Llangollen Slab and Slate Quarries, to examine and describe the state of the works, and his opinion upon the quantity and quality of the slate rock, both opened and white remain still to be opened to the quarry. His report was most favourable, and he recommended that a vigorous effort should be made to increase the size and capabilities of the new quarry especially, and to extend the output and sales of slate. Mr. Taylor has since visited the quarries, and his recommendation is that an additional steam-engine be at once erected near the western extremity of the property, to work a new set of inclined planes, in order to remove the tops or overburden much more rapidly than of late, and to bring the excellent slate rock, which he says is there visible, into immediate production; this course is that which they recommend for immediate adoption. They consider that an outcrop of 20 ft. to 300 ft. should be made upon the property, and they will be glad to assist in procuring the money necessary for this purpose. They entertain no doubt that if this expenditure be made, these quarries will return a very handsome profit to the shareholders.

The report of Mr. Thomas White, the manager, stated that, notwithstanding the quantity of slates manufactured in 1870 exceeds that of 1869 by 43 tons, the market value is less by 19%. The difference between the quantity of slates manufactured in last year—2958 tons, and 40-0 tons as compared in his last year's report—arose mainly from the irregularity of the foot joints in the bottom of the old quarry preventing the slate rock from being removed without a very great waste, and in order to avoid which they had to suspend several of the best bargains there; the same bargains still remain so, and will continue until they have sunk and opened to a sufficient extent. The profit and loss account for the past year will show a very small balance of profit—59l. 10s., but it must be borne in mind that in this account is debited 1027l. 2s. 7d., which ought to have been carried to capital account in accordance with the unanimous opinion of the shareholders at the last general meeting—in fact, it was promised that such should be done, and with this understanding he pressed the clearing of tops during the year continuously, in order to make the quarries much larger, so as to increase the profits in proportion. The expense of clearing tops is charged to capital account by almost every company, and it is, in fact, the only way to show the real value of the property. They are now simply debiting the revenue account with expenses against one year that ought to be extended over several years, till the benefit of such expenditure should come to be realised, in the mean-

time charging the interest only against the revenue; in this way they will be able to pay regular dividends, and at the same time be getting the quarry into such a position as to increase them, and to provide for any further clearing that may be required out of the surplus profits. If this money had been provided, as was intended at the last general meeting, the result would have been as follows:—Balance of profit and loss account, 52l. 6s. 9d.; to which add amount expended on tops properly chargeable to capital account, 1027l. 2s. 7d.—1080l. 9s. 4d. To pay a dividend of 5 per cent. upon 11,351l. would amount to 567l. 10s.; and (say) interest, which is in excess of 100,000l. 10s.; there would then be left to the credit of the current year 396l. 19s. 4d. If the quarry be carried on with the spirit it deserves, there does not seem any occasion to doubt but that the result will be highly satisfactory.

The report was received and adopted, and it was agreed to issue the additional shares created on June 13.

VAL ANTIGORIA GOLD MINING COMPANY.

The fifth ordinary general meeting of shareholders was held at the offices, Queen-street-place, on Tuesday.

The report of Mr. Arthur Dean stated that the war having greatly affected credit and labour in Italy, it was found necessary to modify the proposed working operations submitted to the last general meeting, and generally all work not likely to be immediately remunerative was not prosecuted. The mines have commenced a new era—from August last they have been almost self-supporting. They are now furnished with the means for extending operations. The machinery for raising the stuff and water from the No. 2 mine is complete, and works well, as also does that of the No. 1 mine. The mill power is adequate to the present supply of ores, and the reduction processes have been perfected to obtain an average extraction of about 85 per cent. of the assay gold content in the ores, and with diminished cost. During the current year he does not think it will be necessary to expend much capital upon new works. At the general meeting held in January, 1869, the following scheme was sanctioned by the shareholders present. The company would adventure 4000l. to test the mines during two years longer, and from the results then obtained to determine upon the continuance or discontinuance of the enterprise. In furtherance of those views there has been expended in Italy in the years 1869 and 1870:—For ordinary working cost and extraordinary construction, 2847l.; balance unexpended, 1153l.—4000l. The balance of 1153l. unexpended will be amply sufficient to complete the new crushing and concentrating apparatus, which was not included in his original estimate, and also to cover the cost of deepening the diagonal engine-shaft 10 fms. more to a 40 fm. level, and sundry other works. The capital outlay in 1871 will not probably extend beyond those works. Additional mills may be required in 1872 to deal with the increased supplies of ore laid open in 1871. It is his opinion that sufficient encouragement is offered by the present appearance and state of the mines to induce the shareholders to prosecute their enterprise with vigour.

The motion adopting the report was received and adopted.

THE ABERDARE MINERAL DISTRICT.

The prosperity of the ironworks in the Aberdare district is already well-known wherever the manufacture of iron is carried on, and an opportunity is now afforded for capitalists to embark in an iron manufacturing enterprise in the same locality, the WELSH IRONWORKS COMPANY having issued a prospectus inviting subscriptions for 1500 perpetual 10 per cent. preference shares of 50l. each, which constitutes the whole of the preference share capital of the company, and no dividend can be paid on the ordinary share capital of 50,000l., in shares of 50l. each, until this preference dividend has been paid. The company would appear to possess all the elements of success, inasmuch as they will have not only smelting-furnaces and ironworks in good going order, but abundance of hematite iron and other ores and coal, which can be put into the furnaces on the most favourable terms. The constantly increasing application of Bessemer steel causes the utmost importance to attach to the facilities for securing a supply of hematite ores, and as the company has acquired the right to have the coal for the use of the ironworks and the native ironstone at only 6d. per ton above actual cost price, it cannot be anticipated that there will be any obstacle to the successful prosecution of the undertaking.

The Aberdare Rhondda Estate and Ironworks are situated on the Vale of Neath Railway, about midway between the shipping ports of Swansea and Cardiff, with railway communication to both of these ports, and to the entire railway system of the kingdom. An exhaustive report upon this property has been made by Mr. George Shepherd, C. and M.E., in which, after remarking that the estate and works are on the same range of the Welsh coal fields as the great establishments of Messrs. Fothergill and Co., Crawshaw, Guest, and Co., and Crawshaw Bailey, and of the Rhymney, Tredegar, Ebbw Vale, and Blaenavon Companies, he remarks that he considers this estate the best of its class in South Wales. The blast-engine, blast-furnaces, forge, and rolling-mills, and foundry are all carefully described and reported upon in a thoroughly practical manner; it appears that by an addition of 6000l. or 7000l. to the working capital an annual return of about 14,000 tons of puddle bar and 12,000 tons of finished merchant iron could be secured; he observes, moreover, that the importance of a good foundry business does not appear to have received much attention on the part of the ironmasters, although, if properly managed, it is one of the most profitable branches of manufacture in the east-iron department of an ironworks; this branch of the iron trade is worthy of consideration. The supply of water at all seasons of the year is ample for the use of the works. Mr. Shepherd then describes the railway facilities and coal and ironstone privileges already mentioned, concluding by stating that he has no hesitation in fixing the value of the works, &c., as a going concern, as worth 150,000l.

In addition to the Welsh property, the company will also possess some valuable hematite iron mines in Devonshire and Cornwall. These mines have been carefully inspected and reported upon by Mr. W. H. Hosking, who pronounces them as forming collectively a great and important undertaking.

The preference shares now offered are to be issued at par, and paid up by instalments extending to Jan. 30 next. The entire preference dividend will absorb but 7500l. per annum, whilst the estimated profits are valued at 48,000l., or 39 per cent. on the entire capital. Surplus profits, after paying the 10 per cent. preference dividend, and 10 per cent. on the ordinary shares, will be divisible equally between both classes of shares. The prospectus will be found in another column of this day's Journal. The preference shares have been dealt in during the week at 3½ prem.

COALS FOR CORNISH MINES.—Mr. LEAN, the engine reporter, in returning thanks for the compliment paid him in drinking his health at the Cargill Mine meeting, said his duty was chiefly to report facts and figures, and he was very sorry that his figures brought out some facts which were rather detrimental to the character of Cornish mining. The performance of Cornish engines had fallen off from 20 to 25 per cent., compared with what it was some few years ago. This was, no doubt, partly attributable to the machinery getting older, and from the corrosion in the pipes, &c.; but he also felt assured that a large part of the falling off was due to the inferior quality of the coals too often supplied to the mines. He had every reason to believe that the county of Cornwall actually lost to the extent of 25,000l. or 30,000l. a year, owing to the rubbish supplied in the way of coal.

GUN-COTTON IN MINING OPERATIONS.—On Friday evening Mr. Myres, coroner, held an inquest at Standish, Lancashire, on the body of William Cooper, a collier, 37 years of age, who had been killed in the Brimelow coal mine, while blasting with gun-cotton. It appeared that the cotton was given to the miners in balls about 1½ in. in diameter, each being equal in force to about a pound of powder. According to the evidence of Peter Cooper, the deceased's brother, sometimes as many as 24 or 26 holes, from 2½ to 4 ft. apart, were charged at once, and three or four, but sometimes as many as 12 or 13, were fired at once. They had gone back to those that had not exploded, and sometimes they "fired" when the men were on their way to them. They could not always tell when all the shots had gone off. William Astley, a labourer, said the deceased was using a "rammer" when the gun-cotton exploded. He found the deceased lying on his belly, dreadfully hurt about the breast, and with one leg nearly blown from his body. Mr. Porter, the manager, said that when a ball would not go into the hole he would use the rammer, and the men had ordered him to break up the ball and put it in in pieces rather than use force. There was no danger in breaking it up, as it was the confinement that produced an explosion. He considered there was no danger in using the gun-cotton if it were used properly, and there was none from ignition by friction. The men had instructions not to use pressure. They had used gun-cotton in that neighbourhood for eight months, and two years at their stone quarries in Wales, and they had had only one serious accident. The men were limited to six hours to fire 24 or 26 shots. Verdict, "Accidental death."

SUBMARINE BLASTING.—Some interesting experiments in submarine rock blasting were made a few days since in connection with the harbour works proposed to be constructed at St. Helier's, Jersey. In order to obtain a sufficient deep-water space at low spring tides, it has been determined to remove a mass of syenitic rock below low-water level, and it was with a view to arrive at the best means of effecting this object that the experiments were instituted. Charges of compressed gun-cotton were prepared for these trials by the Patent Gun-cotton Company, of Stowmarket. They were inclosed in water-tight tin cases, each containing from 5 lbs. to 10 lbs. of the explosive compound. The tins were placed in position

under water by a diver, and fired in sets of three at a time by means of an electric battery. The effects of the explosion were very marked; in one instance two tins of gun-cotton of 10 lbs. each and one tin of 5 lbs. were placed by the diver at the foot of a detached rock, and afterwards fired simultaneously by the battery; the explosion caused great agitation, throwing up a volume of water and stones to a considerable height; it is calculated that about 10 tons of the hard rock were detached and shaken by this one blast, the entire operation connected with the placing and firing of the charges occupying a little over half-an-hour. The experiments were instituted by Mr. Cooke, C.E.; they showed that under certain conditions, this powerful explosive agent may be advantageously employed for submarine blasting, and fully bore out all that was stated by Professor Abel as to its properties in his lecture before the British Association, which is published in the Supplement to this week's Journal.

Original Correspondence.

[ADVERTISEMENT.]

THE QUEEN SILVER, COPPER, AND TIN MINE.

SIR,—Money at 2 per cent. It is simply ridiculous. A poor job for the income tax, as a man must be worth 50,000l. capital to have an income of 1000l. a year. Actually the interest of 1000l., which is not generally considered a large sum of money, has to be applied in wages alone, to say nothing of perquisites, the high price of provisions, and retainers and followers, for one decent female servant. I know this, that if I did not manage things better than 2 per cent. in my little humble sphere of life I should soon have to borrow from capital account. The public really ought to return a hearty vote of thanks to the energetic promoters of public companies, who strive hard to increase business, and, as a natural consequence, the incomes of the many who are blessed with the needful and have not the opportunity to invest it to advantage, save by the active help of others. Without the shadow of a doubt the promoters look after themselves, and quite right. Self is the first law of Nature, and no man is able to take care of the interests of others who is not capable at the same time of watching his own. Mayhap the public ought to be grateful, and leave a sigh of relief, that matters are no worse. We may yet see money bagging its bread from door to door, in the shape of idleness, at 1 per cent.; and if things go on much longer as they now do, no doubt, as violent cases require strong remedies, the Bank of England, and other similar burlap baskets of hidden talents, will confess that they are gorged, cry "Hold! enough!" and, instead of allowing interest, will charge for the stealing of the public's money, and the proper antidote for such sluggishness. I am convinced that there are scores of ways open just now to win wealth, and in England, too—no occasion to go abroad for it. New, healthy, sound investments, which mean increased trade and employment in the present, and gains in the future, are daily appearing before the world, so that if a capitalist grows at 2 per cent. it is his own fault.

I am pleased to say that the Queen Mine is looking exceedingly well for silver, tin, and copper, and I learn from Mr. Dobie, the amalgamist, that the new amalgamation works are now being erected with all possible dispatch, which will enable 100,000 ozs. of silver to be returned to the world, at a profit of at least 20,000l. per annum. Capt. Knott has repeatedly stated that after the mine is more developed, and the ground laid open, 10,000 tons per annum can be sent to the works, as the low class silver ores are practically inexhaustible.

It is no less amusing and contemptuous than true the ridicule and insults that scientific men have to put up with, directly and indirectly, from a class of ignorant nincompoops, poor dots, who profess and want to be judges; yet, actually, from men who cannot trust their own ocular demonstrations further than the tips of their noses. This very week a capitalist was consulting a broker re- taining the Queen and the amalgamation works, and was informed that the whole affair was a complete farce, a swindle, and that profits would never be realised. In response to this I simply say, wait and see the result. Already more than 1000 ozs. of silver have been sold, realising 5s. 4d. per ounce, extracted at the small model works, acknowledged to be the finest silver that goes into the London market.

The mining world shall acknowledge, before another 12 months have passed, that my, at least, earnest exertions have been the cause of English mining re- sulting more good than it has experienced in the past 50 years. It is my an- nouncement, and most assuredly what I have aimed and striven for will come to pass.

The remarks made by unprincipled brokers (who, if they had any interest in the Queen, would immediately change their tone) are certainly not very complimentary to others representing it. Leaving myself entirely out of the question, I ask, do they take Capt. Knott and Mr. Dobie, the agents, for fools, and the directors for idiots? and certainly their expressions are tantamount to such like peculiar flatteries. A more thoroughly partial mining man cannot be found in England than Capt. Knott, and for silver mining especially his equal is not known. This, perhaps, accounts for a large sum of money having lately been offered to him to proceed abroad for some 12 months to inspect several foreign silver mines. But even a denier that would be considered sufficient to work an English mine could not tempt him to leave the work he has undertaken with others to accomplish—to prove to the world that English mining, once so tinged with speculation that to embark in it was similar to taking a seat at a gambling-table, can be, by the aid of science, made one of the safest and most lucrative investments placed within the reach of either a large or small capitalist. Mr. Dobie is an experienced chemist, knows what he is about, and the statements made respecting the already proved and unproved success of the amalgamation process are his, not mine. No living gentleman of the scientific world is better known than one of the directors—Charles Moore, Esq., of Bath, F.G.S. His name is one of the most familiar throughout England amongst geologists and men of brains, science, and study; and his museum at Bath, the result of the expenditure of thousands of pounds, and a life of study, is thrown open to the public, and is one of the greatest attractions in the city, many thousands of persons visiting it annually. This gentleman has thousands of pounds invested in the Queen and King Mines, and would be, as a director, equally interested in the expenditure of 1000l. for the erection of extensive amalgamation works before the whole affair was proved to be a success, besides the dividend of a doubt? Thousands of ounces of silver per month are promised at the new works, and have yet to be performed. But the promise of 100,000 ozs. from the small model works by July 31 has been more than fulfilled, by the extra-ordinary sale of 1100 ozs. Another promise has been made—a further 1000 ozs. will be ready by the end of September for the quarterly general meeting, again a test and proof of the model works. And on the day of the meeting, which must be held before the last of September, the large works, now in the course of erection, will be started, before, if it is to be hoped, the end of the year. The fortunate shareholders. And this is a *resumé* of the mine that some persons can afford to hold. What have you to say for yourselves, Messrs. Knott and Dobie? The City people are getting tired of abusing me alone, and the latest out is that the three of us are believed to be great rogues, and known to be a trio of fools. I simply bow to the remarks, as I am getting used to such highly-seasoned compliments; but, as perhaps it may be a novelty to you, it may be as well for you to endeavour to clear yourself, by appearing in print before a discriminating public, who will, no doubt, give you a hearing, if you have anything to say.

The question is often asked, how is it that the Queen Mine gave two dividends and failed to regularly continue them? The answer is very simple. A rich bunch of silver was discovered that returned 100l. in a few days at a cost of next to nothing. Unfortunately it did not last. The stone I have in the office here is worth some 40l., and weighs only 84 lbs., being a portion of 200l. of silver raised in one day. There would have been little difficulty in giving handsome dividends had this long continued, but fortune went against us; however, from the first I have always pointed out to the shareholders that the mine was not a speculation, and increasing in value from the almost endless mass of low-class ores, and the amalgamation works on the surface, which will by-and-by give at least 20,000l. per annum profits; rich bunches of silver need not be coveted, but will be very willingly received as they present themselves, and it is very possible and probable that by working the silver lodes on an extended scale we shall occasionally discover a rich branch or shoot that will return even thousands of pounds profit in a week or two. I have been upon the mine this week, and am more than ever convinced that the shareholders have possessed themselves of a property already second to none in England. I am proud to say that we have silver in the Queen Mine, and that it is a fact, and to me that every particle of the lode shall give from 10 to 20 ozs. of silver per ton; and this is apart from other points where the lode is not so large, but returning small quantities of stuff, yielding 100 to 200 ozs. per ton. As soon as the new works are ready to be started Capt. Knott, to use his own words, can supply Mr. Dobie and the 12-head stamps (the axle for which is already upon the mine) with as much 10 to 20 oz. stuff as he likes. The profit here alone is enormous, but this is only one point, and I am quite convinced that in twelve months hence the Queen Mine will have 50 heads of stamps at work.

Last month we were offered 4500l. cash for our 300 tons of silver; the 300 tons have been sold to the Arsenic Company for 12s. 6d. per ton, the ash-ore returned. Already we have received some 100 tons back. And now I arrive at a great event, the Queen Mine is not only rich for silver. Listen, several assays made of this arsenical mud (and hundreds of tons per month can at once be raised) have given a result of 1 cwt. of tin per ton of stuff; at all events, Capt. Knott guarantees that every ton contains 1½ cwt., which is a money value of 500l., add to this 10 ozs. of silver in every ton, and 2 to 3 per cent. copper, all of which can, and will, be extracted through the aid of stamps and Mr. Dobie's different processes, and the shareholders can form some opinion of the real intrinsic value of the Queen.

My statements can be verified for less than 5l. by a visit to the mine, and a chat with either Capt. Knott or Mr. Dobie. The shares can be had now for 25s. each, at a 10 months' home, i.e., you-half promised by the agents come to pass, they will be at least 100 c. in fact, there seems an absolute certainty that they purchased now at 25s. will give a profit of 100 per cent. per annum, and it is now quite clear that the Queen Mine, with over 4000l. of stuff, and shares at 25s. is the best investment in the market. T. J. BARNARD, Palmerston-buildings, London, Aug. 11.

CHIVERTON MOOR MINING COMPANY.

SIR,—I read the account of the Chiverton Moor Mine meeting in last Saturday's Journal with some amazement. I was under the impression that the resolution was that the manager was authorised to take steps for the economical and vigorous working of the mine; and I saw by the statement sent me by the secretary that such was the case, and not the purser and manager, as stated in your report—the purser not being mentioned at all. I cannot agree with what Mr. Mackay said, nor yet with what he is made to say in your report, as I think it is quite enough when we look at the deplorable state the accounts are in of so many of the mines which are so managed, or rather mismanaged. In Cornwall, where the pursers and managers have it all in their own hands, and shareholders have no means of knowing how the affairs are managed, or what undertakings causes the rise or fall in the price of shares; while with a London management the accounts are audited, and the consequences are guaranteed, if the management is properly expended. I cannot say the matter of the change of management was carried out in so temperate a manner as it was brought forward in, as some parties appeared anxious to push it on, and get it settled at once, before it was generally known among the shareholders. Neither can I agree with Mr. Rosewarne that our property would stand much better if it were locally

managed, at any rate permanently, as we all know how soon the market can be raised for a time, and for a purpose. But will it last? What we want is permanent good of our property, and not a mere temporary rise in the price of shares, to fall again after a sufficient number of unfortunates have been induced to buy the shares at a higher price. Of course, if all present were blind, they might be made to believe what Mr. Thomas Pryor is supposed to have said—"the matter was brought forward so unexpectedly." But if I was deaf to the cheers, I was not blind; and it certainly appeared to me to be a pre-arranged affair, as quite in the course of conversation Mr. Pryor was asked by I believe, one of his friends, of whom a strong party were present, if he would accept the management to which I presume his speech, as it appears in the report, was intended for an answer, but your informant does not give the speech of one of the committee, who refused, after what had taken place, to allow his name to be put in as a committee-man, although I believe he has been one for some years past. I do not pretend to give an account of the meeting, but perhaps your informant will add this, and so make it more complete, and not quite so e-sided as it now appears.

In conclusion, I can only say for one I should be very sorry to see the management transferred, and I believe a large proportion of the shareholders will agree with me, but unfortunately in some cases a very large number of shares are held by one or two parties, and according to the law of mines, if one individual holds a majority of shares, he can, if he likes, ride rough-shod over the wishes of all the other shareholders in the concern.—London, Aug. 9. A SHAREHOLDER.

[For remainder of Original Correspondence see this day's Supplement.]

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

NANT-Y-BLAIDD SILVER-LEAD MINE.—This property has been reported on by well-known agents of the district. As the works are extended the value of the mine materially enhances. There is ore now at surface awaiting the erection of dressing machinery. When completed regular monthly returns will be made.

TREYARRACK.—This company is likely to be one of the most successful in the Leland district. This will appear evident to all who may visit and inspect for themselves.

GWYDYR PARK.—The Tynwl Mine is opening out most satisfactorily, and confirming the favourable reports received of it. The slope in the bottom of the deep adit has improved to 1½ ton of lead ore per fathom, and as soon as the levels are cleared other and more productive points will then be opened upon.

NEW CROW HILL.—In a winze sinking below the 35 fathom level some fine stones of lead have during the past week been broken. This improvement is considered of importance, inasmuch as the 35 and deeper levels westward will open up a long run of undeveloped ground, and which is believed to be rich in lead.

MINING IN THE ISLE OF MAN.—At the Ohio Mining Company meeting, last week, the directors had to complain of the non-payment of calls—no more than 6000, being due from defaulting shareholders. It is lamentable to find that the existence of a property which has been well spoken of by Prof. Smyth, the Government official, and Mr. Ross, an experienced mine agent, and others, should be jeopardised by the thoughtlessness of those most interested in its success. The mine certainly merits better treatment; but in truth the Island appears to lack the business spirit that should be infused into undertakings which, under other circumstances, would be brought to the advantage of "one and all."—S.

ALMADA AND TIRITO (Silver).—So much attention has recently been given to the shares of the new mines which have come before the public (no such large numbers), that this mine appears to escape the notice of investors. The last dividend declared, on June 5, was at the rate of 7½ per cent., and with the additional stamp (in all thirty) the dividend will not in future be far short of 50 per cent. Surely with such prospects the price of these shares should command as much attention as those new companies which have yet to pay a dividend ere they can merit their present high price in the market.

FOREIGN MINES.

CHONTALES (Gold and Silver).—John Tonkin, W. Evans, July 6: Report for the month of June: San Antonio Mine: The slope in back of No. 6 level has been stopped 21 varas; lode 3 ft. wide, worth 3 dwts. of gold per ton. The slope in back of No. 5 level has been stopped 38½ varas; lode 2 ft. wide, worth 1 oz. of gold per ton. The slope in back of Connection level has been stopped 40 varas; lode 3½ ft. wide, worth 9 dwts. of gold per ton. The No. 6 level has been driven west on the course of the lode 7½ varas; lode 2 ft. wide, but hard and poor. The deep level has been driven 3 varas; the ground much the same as when last reported on.—Santo Domingo Mine: We have stopped 8 varas in the back of No. 3 level; lode 3 ft. wide, worth 3 dwts. of gold per ton.—West San Benito Mine: The slope in back of No. 3 level has been stopped 20 varas on the south part of the lode, worth 4 dwts. of gold per ton.—East San Benito Mine: The No. 2 level has been driven 6 varas; lode much the same in size and quality as last month. The tramway is progressing favourably, considering the few hands employed and the heavy rains we have had to contend with; 68 ft. of rail have been laid, and 334 ft. of ground prepared for rails.—San Sebastian Mine: We have driven 4 varas on the course of the lode, which is 3 ft. wide, producing a small quantity of gold. During the past month there has been but little change in the value of the lodes in the respective mines, but the returns have been less. In consequence of much sickness amongst the natives, the number of tons sent to the stamps is as follows:—From San Antonio, 500 tons, yielding 10 dwts. per ton; from Santo Domingo, 30 tons, worth 8 dwts. per ton; from West San Benito, 72 tons, yielding 4 dwts. per ton; in all 62 tons, worth 8 dwts. melted gold.

Mr. Belt, July 6: In consequence of wet weather and a scarcity of labour we only got 602 tons of ore to the stamps during the past month. Our cost, however, was \$1200 less than last month, but our management and general cost could not be reduced in proportion, the saving being entirely in labour. The 612 tons yielded 273 ozs. of gold, average produce 9 dwts. per ton, value \$350; say, 7000. Our total cost has been \$4231—say, \$177, which includes the sum \$300, or 192½, expended on new tramways and machinery. The returns will naturally be augmented as soon as the new tramway to the San Benito Mine is completed, the prospects of which are such as to promise large returns when the means of transporting the ore are carried out.—Mr. Belt reports, on the departure of the mail, that native labourers were fast returning to their occupations at the mines, and in regard to the health of the establishment, the extreme wet weather had produced more than the usual sickness amongst the natives, but the European staff is in good health.

YORK PENINSULA.—The directors have received advices from the committee of inspection at Adelaide, dated June 14, with reports from the Kurilla Mine to the 16th of that month. Capt. Anthony reports as follows:—Hall's Shaft: The 45 is driven 4 fms. east of the shaft on the south wall of the lode (this being the softest part for driving) leaving the north part standing. In this length a decided change has taken place, the clay-slate and quartz giving place to pyrites and yellow copper ore, showing that we are nearing the ore and gone down in bottom of the 35, and dipping westward. It will be no matter if surprise we get a good lode here. In the 35 east the bunch of ore reported last month is passed through. It was rich in copper, and with by-and-bye worked on tribute. The lode is now 2½ ft. wide, composed of iron, lime, quartz, pyrites, and copper ore, having two good walls.—Deeble's Shaft: The 25 west is driven from 16 to 17 fms. west of the shaft, the last 8 ft. of which is along what is evidently the apex of a bunch of ore. It reaches just half-way up in the level, and is composed of rich, hard yellow ore, about 1 ft. wide; this more decidedly the characteristics of permanency than any former find. This ore is just getting into the mill formation, in which I am led to hope for a better state of things, as mica-slate is the ore-bearing rock of this district. On the whole, the prospects of the mine are improving. The Hon. Thomas Elder, a member of the Adelaide committee, had visited the Kurilla Mine during the month, and reports, under date June 9—"I paid a visit to Wallaroo on my way back from Kooronga, and saw Capt. Anthony at the Kurilla, who is still as confident as ever of this mine, and of its eventual success, provided it is worked on a larger scale. A similar opinion was expressed by Capt. Higgs, of the Wallaroo Mines, and several other mining authorities, who were present. Capt. Higgs, who accompanied me. All these parties concur in thinking that no more promising property exists on the Peninsula than the Kurilla if properly developed, but that 100 men should be employed at this work instead of ten or a dozen."

SCOTTISH AUSTRALIAN.—The directors have advices from Mr. Morehead, the general superintendent of the company, dated Sydney, June 14 last. The sales of coal from the Lambton Colliery for the month of May amounted to 9751 tons. The superintendent reports that matters at the colliery were progressing favourably.

[For remainder of Foreign Mines see to-day's Supplement.]

SCIENTIFIC MINING.—Mr. James Williams, of Hayle, is about to open out a mine on scientific principles, the shares, with the exception of a few, being taken up by influential gentlemen in the counties of Cornwall and Devon. It is hoped the promoters will have no trouble in getting parties to join him in his laudable undertaking. He has been most indefatigable in benefiting the mining interest for years past, and is now endeavouring to open up a system of scientific mining, which, if successful, will tend to greatly benefit the mining interest.

RAILWAY ENGINEERING IN AMERICA.—In railway matters a feat of quick and comprehensive labour has just been performed, which deserves mention. The Ohio and Mississippi Railway, which runs from Cincinnati to St. Louis, having passed under new auspices, it became necessary to change the gauge from 6 ft. width to 4 ft. 9 in. The line is about 300 miles long, and, in the event of interfering with the traffic, Sunday was selected as the day to make the change. All the available force of the line was set to work, beginning at daylight; the rails on the entire length were taken up and replaced on the narrower gauge, and at 11 o'clock A.M. all the working parties had completed their labour, and the new line was in running order. The following day trains began running on the narrow gauge. This remarkable work, extending over 300 miles of line, was performed in about seven hours.

BLOWING ENGINES.—The invention of Messrs. W. HARGREAVES and W. INGLIS, of Bolton, consists, first, in combining together two vertical cylinders, the pistons of which are actuated directly by steam cylinders placed immediately above or below them, with two peculiar valve chambers placed between and connecting the blowing cylinders; secondly, in making the valve for the engine in the shape of cylinders, the ports in connection therewith being long narrow slots, the sides of which are shaped like concave cylindrical segments to act as seats for the valves.

SULPHATES OF SODA AND POTASSA.—The invention of Messrs. HARGREAVES and ROBINSON, of Widnes, consists, first, in constructing a series of chambers with gas inlet, intermediate, and outlet passages; second, in conducting a tower with bars or gratings to support the mass of chloride of sodium or chloride of potassium during conversion into sulphate of soda and sulphate of potassa; and third, in constructing chambers or towers with flues or passages alongside, around, or within the walls thereof to contain heated products of

combustion or hot gases as agents for maintaining chloride of potassium in a heated state during conversion into sulphate of soda or sulphate of potassa.

THE HAMILTON SMELTING COMPANY (LIMITED).

Registered under the Companies Acts, 1862 and 1867.

To purchase and extend existing Smelting Works and Mining Property near Hamilton, White Pine County, Nevada, U.S.

Capital, £60,000, in 12,000 shares of £5 each.

10s. payable on application, and 10s. on allotment.

DIRECTORS.

A. ALISON, Esq. (late Ironmaster of Glasgow), Elgin-road, Daywater.
F. BENNETT, Esq. Metallurgical Engineer, 12, New Broad-street, London.
ATHOLE BURNETT, Esq., Berkeley-square.
J. MUIR, Esq. (late Secretary in London of the Caledonian Insurance Company), Blackheath.

(Two additional Directors to be chosen by the shareholders.)

AGENT IN NEVADA—J. A. PAXTON, Esq., Agent of the Bank of California, Hamilton.

BANKERS—NATIONAL PROVINCIAL BANK OF ENGLAND, Bishopsgate-street, London, and its Branches.
BANK OF CALIFORNIA, Hamilton, Nevada.

SOLICITOR—J. RAND BAILEY, Esq., 8, Tokenhouse-yard.

AUDITORS—Messrs. FORD AND SMITH, Public Accountants.

SECRETARY (pro tem.)—Mr. M. BEALE.

OFFICES,—10, BARTHOLOMEW HOUSE, BANK, LONDON, E.C.

PROSPECTUS.

This company is formed to purchase a valuable smelting and mining property, situated near Hamilton, White Pine District, Nevada, U.S.

The works consist of smelting furnaces, steam power, and necessary plant, complete, occupying a site of about 9½ acres of freehold land.

The mining property consists of the following valuable mining claims, viz.:—Massachusetts, Marion, Ethan Allen, Ebenezer, and Silver Star.

A company was formed in August last with a small capital, for the purpose of investigating the value of the works and mines. One of the directors was sent out for that purpose, and a report containing the result of his examination can be seen at the company's offices.

The result is so favourable that this company is formed to purchase such works and mines for the sum of \$2500 in cash, of which \$2500 is to be paid down, and the remaining £500 only if the shareholders themselves at a general meeting (to be held before the 1st November next) approve the results of the working, and £27,500 in fully paid-up shares (such shares to be left in trust till the company pays a dividend of at least 20 per cent.), or in cash at the option of the directors.

The smelting works are most eligibly situated about three miles from Hamilton, in a position which practically commands an almost inexhaustible supply of smelting ores at a low price, ores rich in lead, silver, and copper, which can only be successfully treated in suitable smelting furnaces.

The average actual working of the furnaces of the company equals 30 tons of ore daily, calculated to produce 7 tons of bullion, of an average assay value of £40 per ton for silver, £16 per ton for lead, besides from 15 to 30 per cent. of copper which is not valued, and it is estimated upon this basis that an annual profit of £40,000 will be realised.

Mr. C. M. Fisher, American Counsellor at Law, 47, Finsbury-circus, has investigated the title to the properties, and he has reported everything to be in perfect order.

The contract for purchase, together with a copy of the Memorandum and Articles of Association, may be inspected at the offices of the solicitor to the company.

Samples of the ore from the company's mines, and bullion smelted at the works, with maps, may be seen at the offices of the company, where detailed prospectuses and forms of application for shares may be obtained; also at the bankers, the National Provincial Bank of England, Bishopsgate-street, London, and its branches.

CWM DWYFOR COPPER AND SILVER-LEAD MINING COMPANY (LIMITED), NORTH WALES.

Issue of 10,000 Shares of £1 each fully paid, to carry into execution the report of GEORGE HENWOOD, Esq., Mining Engineer.

These shares are now offered to the public upon the following conditions:—10s. per share deposit to be paid at the time of application, to the bankers, and the remaining 10s. on allotment.

The deposit may be made with the bankers, or sent by post to the company's offices, St. Clement's House, Clement's-lane, Lombard-street, E.C., accompanied by a cheque, crossed "Metropolitan Bank."

Capital, 12,500, in 12,500 Shares of £1 each, fully paid,

Of which 2500 shares have been subscribed and paid on.

10s. on application, and 10s. on allotment.

DIRECTORS.

WILLIAM TUXFORD, Esq., Director of the Great Laxey Mining Company (Limited).

JOSEPH HOPGOOD, Esq., 54, St. James's-street, W.

JAMES STEWART, Esq., 147, Ladbroke-street, W.

THOMAS HARVEY, Esq., St. Clement's House, E.C., Director of the Prince of Wales Slate Company (Limited)—MANAGING DIRECTOR.

BANKERS—THE METROPOLITAN BANK (Limited), Cornhill.

SECRETARY—Mr. JOHN DRANE.

OFFICES,—60, 61, AND 62, ST. CLEMENT'S HOUSE, CLEMENT'S LANE, LOMBARD STREET, E.C.

This mineral property possesses advantages of an unusual character, being situated on the slope of a mountain, where the veins can be worked from 200 to 500 yards deep by levels alone. The ore, a yellow sulphure of copper, is of great richness and purity. A sample assayed by Messrs. Claudet and Co., produced nearly 19 per cent. fine copper, being about five times the average produce of Cornish copper ores; and other samples have produced as much as 21 to 36 per cent., exclusive of silver.

There is also a large quantity of silver-lead, which is believed to be of considerable value, producing by assay upwards of 60 per cent. for lead, and 12 ozs. of silver per ton; thus, as will be seen, enhancing greatly the value of this unique property. The enduring character of these mineral veins is proved in the adjoining mine, the Drw-y-Coed, the oldest mine in Wales, said to have commenced working in the year 1600, which has returned enormous profits, and is still yielding a large amount of copper. The Cwm Dwyfor is a purely virgin mine, in whole ground, from which large quantities of copper ore have been raised by manual labour alone. The permanent character of these mines is placed beyond all reasonable doubt. A railway is now being completed direct from the mines to the ship's side, which will be in local communication at Portmadoc with the Festiniog, the Cambrian, and the proposed Merionethshire Railways.

The following is extracted from Mr. HENWOOD's report on this property:—In order to give you a comparative idea of the value of the property, allow me to observe that you have a mine literally inverted; you have all the time and immense cost of sinking shafts saved, irrespective of the enormous expenditure which such machinery as would be necessary to develop such splendid lodes—a saving of not less than £30,000 in money, and ten years in time—besides which you may make these mines remunerative forthwith.

Most of our great mines commenced under somewhat similar but infinitely less favourable conditions, the heights of the hills not affording backs to anything like the extent obtainable here. In the great mining districts of Cumberland, Yorkshire, Durham, and North Wales kindred attempts have invariably been attended by permanent successes. In India, the great discovery of silver-lead I made, and which is now yielding grand results, was under circumstances perfectly identical.

GEORGE HENWOOD, M.E.

Messrs. Claudet's assay of the copper and lead, from samples taken from the waste heap, gave the following results:—Copper, 18.90 per cent.; lead, 62.0 per cent.

The following are results of assays of lead, silver, and copper, made by Prof. White, from the refuse of the lodes:—

No. 1.—Lead, 30 per cent.; silver, 12 ozs. 5 dwts. per ton.

No. 2.—Lead, 11.4 per cent.; silver, 11 ozs. 15 dwts. 4 grs. per ton.

No. 3.—Lead, 29.1 per cent.; silver, 12 ozs. 14 dwts. 9 grs. per ton.

No. 4.—Copper, 36.1 per cent.; silver, 4 ozs. 11 dwts. 3 grs. per ton.

No. 5.—Copper, 12.7 per cent.; silver, 7 ozs. 3 dwts. 11 grs. per ton.

No. 6.—Silver, 8 ozs. 2 dwts. 5 grs. per ton.

New Prince of Wales Slate Company (Limited), and Cwm Dwyfor Copper and Silver-lead Mines Company (Limited)—Agreement, 5th November, 1868.

Prospectuses and forms of application for shares, and a full copy of the report of G. Henwood, Esq., Mining Engineer, can be had at the offices of the company, St. Clement's House, Clement's-lane, Lombard-street, E.C.

In the event of no allotment being made, the whole of the deposit will be immediately returned.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Cwm Dwyfor Copper and Silver-Lead Mines Company (Limited).

GENTLEMEN.—Having paid to your bankers the sum of £ being a deposit of 10s. per share on my application for shares in the above company, I hereby request you to allot me that number of shares, and I agree to accept such shares, or any less number you may allot to me, and I authorise you to place my name on the Register of Shareholders in respect to such shares.

Name in full

Residence

Date

Profession or occupation

MESSRS. W. BRUNTON AND CO.,

SAFETY FUSE MANUFACTURERS.

REDRUTH, CORNWALL; and RYMO, NEW WREXHAM

THE HOWARD SAFETY BOILER,

For STATIONARY and MARINE ENGINES, has the following advantages:—

SAFETY; NO RISK from DANGEROUS EXPLOSION; HIGH-PRESSURE STEAM, with ECONOMY OF FUEL; perfect circulation, and ready means of removing sediment.

Saving of cost and time in repairs; portability, and, for export, great saving in freight.

Patentees and Manufacturers: J. and F. HOWARD, Britannia Iron Works, Bedford.

LONDON OFFICE: 4, CHEAPSIDE (three doors from St. Paul's).

SUBSCRIPTIONS ARE INVITED FOR 13,000 SHARES OF £5 EACH.

THE IMPERIAL BRAZILIAN COLLIERIES (LIMITED).

Capital, £100,000, in 20,000 shares of £5 each.

Issue of £75,000, in 15,000 shares of £5 each.

The Brazilian Provincial Government have subscribed for 2000 shares. Deposit, 10s. per share on application, and £1 10s. on allotment, and the residue by calls not exceeding £1 each, and at intervals of not less than three months.

TRUSTEES.

JOHN HENNINGS NIX, Esq. (Messrs. Fuller, Banbury, Nix, and Mathieson).
Rear-Admiral Sir W. KING-HALL, K.C.B.

DIRECTORS.

E. BRYDGES WILLYAMS, Esq., M.P.—CHAIRMAN.
Lord BINGHAM, M.P.

Rear-Admiral Sir W. KING-HALL, K.C.B.
E. LEIGH FEMBERTON, Esq., M.P.

BANKERS.

Messrs. FULLER, BANBURY, NIX, and MATHIESON, 77, Lombard-street.

SOLICITOR—WALTER WEBB, Esq., 27, Gresham-street.

SECRETARY—GEORGE H. CARDOZO, Esq.

OFFICES,—15, NEW BROAD STREET, LONDON.

ABRIDGED PROSPECTUS.

The company is formed for the purpose of acquiring the rights under concessions from the Imperial Government of Brazil of working the valuable Collieries of Arroio dos Ratos, situated in the province of Rio Grande do Sul, Brazil, together with freehold lands, buildings, and premises, plant, materials, and stock, and for the purpose of working the collieries on an extensive scale.

The collieries have for some years past been worked by the vendors, who have, under a contract still subsisting, supplied the Provincial Government with coal for their steamers. They have, however, laboured under disadvantages as regards means of transport. The directors propose to remove this difficulty by constructing a locomotive tramway from the collieries to the place of shipment, a distance of about nine miles.

The undertaking is supported by the Provincial Government, who have directed a subscription for shares to the amount of £10,000.

After providing a sinking fund for the redemption of the capital a minimum net profit of 30 per cent. is shown by the estimates.

More particular information with respect to the objects of the company, the collieries, the nature of the coal, the position of the coal trade in Brazil, and the details of the concessions will be found in the full prospectus. An agreement made July 2, 1871, between J. Johnson, J. F. Moura, and N. Plant of the one part, and H. Shaw of the other part, has been entered into.

Shares, when paid up in full, can, if desired, be made transferable to bearer.

Forms of application for shares and full prospectuses may be obtained from the bankers, solicitor, and secretary.

IMPERIAL BRAZILIAN COLLIERIES (LIMITED).

Notice is hereby given, that the LIST of APPLICATIONS for SHARES in this company will be CLO-ED on MONDAY next, Aug. 14, for LONDON, and on TUESDAY, Aug. 15, for the COUNTRY.

By order, GEORGE H. CARDOZO, Secretary.

15, New Broad-street, London, E.C., Aug. 9, 1871.

SILVER PLUME MINING COMPANY (LIMITED).

Capital, £10,000 in 10,000 shares of £1 each.

DIRECTORS.

GEORGE BATTERS, Esq., Enfield, Middlesex.

JOHN CARR, Esq., Cranford, near Hounslow, Middlesex.

JOHN HESELTINE, Esq., Upper Clapton, Middlesex.

THOMAS ORCHARD, Esq., 2, Winchester-buildings, E.C.

WILLIAM WADHAM, Esq., 12, Park-lane, W.

WILLIAM WOOD, Esq., Winchester-buildings, Middlesex.

BANKERS—Messrs. BARCLAY, BEVAN, TRITTON, TWELLS, and Co.

SOLICITOR—THOMAS DONNITHORNE, Esq.

SECRETARY—Mr. FREDERICK ORCHARD.

OFFICE,—21, GREAT WINCHESTER-STREET, OLD BROAD STREET, E.C.

The mines belonging to this company are situated on Republican Mountain, about two miles from Georgetown, in Colorado Territory, U.S., in the vicinity of the Terrible, Brown, and other well-known mines.

The properties are three in number—the Silver Plume, 1400 feet; the Silver Star, 1400 feet, and the E. Hickman, 3000 feet linear measurement, with mill site, water power, and other appurtenances.

The operations have been hitherto confined to the Silver Plume Mine, which is worked by means of adits or tunnels, two of which have been driven to the length of 440 and 27 feet respectively. Large bodies of ore have been laid open, and are now being extracted.

Mr. Charles Richardson, formerly of London, now of Denver, has been employed by the directors to inspect and report on the mines on behalf of the company. His detailed report has not yet been received, but the following extracts from his preliminary report will show the nature and value of the property.

"I am justified in saying that there is not a silver mine in Colorado can show such a continuous body of ore, or can be worked so cheaply and profitably as this mine; for the following reasons:—

1st.—The lodes may be operated by either direct or cross-cut adit levels from base to summit, thus ensuring egress, perfect drainage, and ventilation.

2nd.—The formation is of a soft, friable, sedimentary granite, and light blue gneiss, with felspathic flookan on one side, and often both sides of the lodes, thus offering every facility for cheap sinking, driving, or stopping.

3rd.—In consequence of the heavy denudation on the mountain sides—for this is a valley of erosion—the ore crops out in paying quantities to the surface of the rocks, which is found only a few feet below the detritus; in fact the backs may be stopped in many instances to grass, thus obviating the cost of air-shafts for express ventilation. The ore is of that class we denominate easy working ore, consisting of silver-lead and silver sulphure, neither of which need little or any dressing. From 50 to 60 per cent. of it may be sent away to the reduction works without any further manipulation than mere sorting, the matrix being a friable granular quartz and feldspar and generally in a segregated state. That portion of the stuff usually called tailings is admissible of cheap concentration, and may be treated at a profit.

4th.—The water-power belonging to this property is of sufficient volume to afford all that is necessary to actuate crushers and dressing machinery whenever wanted.

5th.—The location of this property is admirable for the cheap transportation of the ore. At present it is sent to Georgetown at a cost of \$8 per ton. In a few months there will be no necessity for this, as, most certainly, there will be reduction works here, when \$1 per ton will cover all cost of carriage.

I have broken samples from every part of the mine. These will assay from \$20 to \$1000 per ton. In the back of one of the slopes, not far from the entrance of the upper level, on the Plume, the lode is 2 feet 6 in. thick, and carries 30 in. of mineral. I have been in no place in any of the upper workings where the lode was entirely barren of ore. I am familiar with most of the Colorado mines, and it is the first time I have had the pleasure to report such an unusual occurrence."

The two parcels of ore sent to this country before the mines came into the possession of this company, were sold at Swansea, by Messrs. Richardson and Sons:—

Lot 1.—17 cwts. net weight realised £ 65 13s. 8d., or 79 per ton.

Lot 2.—16 cwts. net weight realised £ 281 0s. 10d., or 350 "

The following particulars are furnished in compliance with the requirements of the Companies Act, 1867—namely, the terms of purchase by the company are specified in articles of agreement dated the 18th May, 1871, and made between George Edward Hamilton Gray of the one part, and John Field of the other part.

The price paid for the property is £33,000—£2000 in cash, £25,000 out of the net profits (the first £50,000 profit being divided equally between the company and the vendor), and £3000 in fully paid-up shares.

Mining Correspondence.

BRITISH MINES.

ASHETON.—W. Johns, W. Tipton: The lode in the 10, north of Lindow's shaft, is looking more promising than we have seen it for some time past. The winze in advance of the sink, sinking below the adit, is still in the soft part of the lode for dispatch. Gundry's shaft is down close to the 19, below the adit level, and we are now cross-cutting towards the lode, where we anticipate good results. The sinking of Mawr shaft is resumed below the 20; in this level the lode in the western end is worth 15 cwt. of lead or lead ore per fathom, and the eastern end is worth 10 cwt. of lead or lead ore per fathom; the lode in the back continues to look exceedingly well. We are pleased to say by communicating this level with the adit, and by the aid of a piston-machine we are enabled to have sufficient air. In Brown's shaft we have reached the bottom, which is 17 fathoms from surface; at this point we shall cross-cut to the lode. We consider the prospects of the mine never looked more cheering than at the present time.

REDFORD UNITED.—Wm. Phillips, August 10: The mine throughout continues to look much the same as reported last week.

BLUETT HILLS.—J. Bennett, A. Gripe, Aug. 9: There is not much change to notice in the mine; the lode continues to produce some good stones of tin, but is irregular. The 13 east end, from Poulyear shaft, on the Wheal Betsy lode, has slightly improved, producing some good tin stuff. The winze below this level is worth 8 st. per fathom, and the stone above, on the south part, 6 st. per fathom. At Wheal Joy shaft, below the adit, the same lode continues to open very satisfactorily, and worth fully 15 st. per fathom. The 13 east, east from Poulyear's, is being pushed on towards the shaft as fast as possible.

BOG.—Wm. Nancarrow, J. Lean, Aug. 9: We continue to make fair progress in the engine-shaft. The drop-lift bearers, alluded to in our last report, have been put in their place. To-day we are busily engaged lowering the fork-lift, and putting on another pump. The shaft has been cleared 5½ fms. below the 70; we have three or four sets of timber to put in to make it secure down to this point, and as soon as this is done we shall resume sinking. The clearing of the 70 goes on as usual. The tribute pitches throughout the mine look much the same as for some time past. The parcel of blende sampled is ready for delivery as soon as we know the purchaser.

BIONFLOYD.—T. Kemp, Aug. 9: Settings for August: No. 3 Shaft, North Lode: The shaftmen are busily engaged in putting in a new set of timber, preparatory to sinking this shaft from the 84 to the 100, 16 fathoms on the dip of the lode, as per contract, 268l. Six men to drive the 84 west at 240s. per fathom; lode worth for the width opened (4 feet) 2½ tons of ore per fathom; the ground is exceedingly hard for breaking. Ten men, to stop the lode nearer the shaft, in this level at 90s. per fathom; lode worth 1 ton of ore per cubic fathom. Two men to drive the 73 fm. level end east at 150s. per fathom; the part of the lode opened here is producing a little lead ore, saving work for dressing. The 73 fm. level end west is for the present suspended, owing to the level being full of stuff, the lode in this place is of the same value as last reported, worth 2 tons of ore per fathom. Six men to stop the lode under the 62, west of winze, at 50s. per fathom; lode worth 2 tons of ore per cubic fathom. The stop to the east of this winze is also suspended for the accumulation of stuff. Six men to stop the lode over the back of the 62, to the west of shaft, at 95s. per fathom; lode worth 2 tons of ore per fathom. Four men to stop the lode further east in the back of this same level at 60s. per fathom; lode worth 1 ton of ore per cubic fathom. Four men to drive the 40 fm. level end west at 60s. per fathom. No change here to notice.

CAIN GARDEN.—J. Bennett, Aug. 5: The 8 on south lode, driving east of eastern cross-cut, is worth 10 st. per fathom for tin; east on the same lode from western cross-cut 80 st. per fathom for copper and tin, and in the west end 8 st. per fathom for tin. The north lode in the end, driving west, is worth 5 st. per fathom for copper. The 70, on south lode, in west end, is worth 10 st. per fathom for tin. The winze sinking below this level, on the same lode, is worth 12 st. per fathom for tin. The winze sinking below the level, east of cross-cut, is worth 90 st. per fathom for tin. A stop in the bottom of this level, on the north lode, is worth 13 st. per fathom for copper. In a stop below the level, on the north lode, is worth 14 st. per fathom for tin. Another stop in the bottom of the level, east of winze, is worth 14 st. per fathom for tin. In the 50 east, on north lode, the end is worth 11 st. per fathom for tin. The winze sinking below this level is worth 30 st. per fathom for copper and tin. A stop in the back of the same level, on south lode, is worth for copper 10 st. per fathom. The north lode in the 40 west is worth for tin 10 st. per fathom.

CHIVERTON MOOR.—G. E. Tremayne, W. Bennetts, Aug. 2: Harris's engine-shaft is sunk 2 fms. 3 ft. below the 116; the ground is of a favourable character for sinking, and the prospect is being made. We have cut a new level, which is well secured with timber, cased, divided, and bedded, and the shaft from the 105 to the 116, also fixed penthouse, the whole of which are in good working order. We have intersected at the shaft in the 116 fathom level a north and south or cauter lode (underlying a little north) from 18 in. to 2 ft. wide, which is composed of flookan, white iron, blende, quartz, and lead—it is a strong, promising, well defined lode, and, according to its present bearing, will be just in the right direction for the cross-cut to our east and west, or old lode. We have driven on its course south of the shaft in this level 15 fms.; the lode for the whole distance has been regular in its bearing, and maintained its size and character. According to our present rate of driving we shall reach the east and west lode in about four months from the present date, which will be a saving of time of from 10 to 12 months from our usual driving of the cross-cut in the upper levels. This lode will also intersect our east and west lodes in or about the lead-bearing ground; this we look forward to as a most important feature for the future prosperity of the mine; it will also place us in a position of having two levels in the lead ground at the same time. The 105 is driven west of the cross-cut, and the 116 is driven east of it, which is a most important feature in driving has improved in character and size; in the present end it is 3 ft. wide, composed of flookan, quartz, mundle, and stones of lead; from the present favourable indications we soon expect to reach our run of lead ground. The 105 east is driven 18 fms. east of the cross-cut on the course of the lode, and for the whole of this distance the lode has been large and well defined, with two regular walls, and in places producing good stones of lead. The strata about the lode in this level appear to be much more settled and compact than in any of the upper levels, and the lode presents a more regular appearance, with most favourable indications for an improvement. This end is going towards the West Chiverton boundary, and their most western level, coming towards us, is very much improved. In the 95 west the lode still continues in a disordered slaty ground, but from the present appearances, and also from our dialling, we expect the main part of the lode is a little to the north, consequently we have commenced a cross-cut for the purpose of proving if any part of the lode is standing in that direction. The lode in the rise in the back of the 95 fathom level (about 15 fms. behind the present level) is 2 ft. wide, and worth 25 cwt. of lead per fm. A stop in the back of this level, on the north lode, is worth 12 st. per fathom. We have also three stops in the back of this level, which are worth respectively—No. 1, 12 cwt.; No. 2, 20 cwt.; and No. 3, 7 cwt. of lead per fathom. We beg to say in conclusion that, according to our present prospects, we expect to be in a position to sample in about six weeks time from the present date 60 tons of our usual good quality ore. Our pitwork and machinery are in good working condition.

CLARA CONSLS.—R. Northey, Aug. 7: Sanford's engine-shaft is nearly 9 fms. under the 32, and the sinking is proceeding satisfactorily. The stuff that was in the 32 and other levels is now nearly cleared away. The stuff that was in the 32, east of shaft, is about 2½ ft. wide, very promising, composed of killas, blende, and good stones of lead ore, the lode making large cavities, and improving in value. We have commenced driving the 20, east of the turnpike; the lode in the end is about 1½ ft. wide, with good stones of lead ore and sulphur; this point is only a short distance behind the ore ground discovered in the 10 fm. level. Nothing has been done in driving the 10, on account of our being unable to get all the stuff cleared. The 10, east of the turnpike, is about 2 ft. wide, as well as those at the 32, at Sanford's, are producing ore of about the usual value. Ritchie's lode: Penonby's engine-shaft is in regular order of sinking to a 25 fathom level; the lode is without any important change, but giving an increase of water. The lode in the deep adit westwards into the hill is improved in size and appearance, producing gossan and sulphur, and of a vuggy character, the killas being very congenial. The whole of the machinery is working well, the dressing machinery is so far arranged as to enable us to send to the bin several tons of lead ore; the quantity will be regularly increased on the farther extension of the dressing-floor, which work is being constantly pushed with all possible energy.

CONCORRE.—W. Jones, Aug. 9: In the 18, on middle and south stopes, we are making good progress. Field's Shaft: In the 18, at this point, we are now breaking ore of very good class. In the 25 we are pushing our stopes southward to reach the branches on which we are working in the 18; there are some fathoms yet to open before coming into the heart of the lode, but we are at present passing through a fair average ore ground. Tracey's Shaft: The stopes in the 35 continue without alteration, and are making good yield. Barry's Shaft: The putting down of our skip-road has been completed, and we are now engaged in cutting the lode in the 25, and shall soon be prepared to commence active work on the grey copper ore. The men in the stopes in the 35 are breaking largely, and we are obtaining a good sound ore. We are advancing well with the opening of this level eastward, and saving the ore stuff through which we are passing. In the 35 the wagon-road is now completed, and we are wheeling and filling the 35 lode preparatory to drawing. The shaftmen have sufficient room made to push on with the drive westward in the new lode. Killmacoo Silver Blende Ore: The improvement mentioned in our last report has continued. There is not yet a sufficient quantity of ground opened to warrant a decided opinion as to the permanency of the change. The men are breaking on a very large scale.

GRENVILLE AND WHEAL ABRAHAM UNITED.—Wm. Kitto, Wm. Panll, Aug. 7: Sturt's Engine-Shaft: The sumpmen are taking out the ground for the 60 fm. level bob-pit, as last advised. In the 205 end, driving west, the lode is ½ ft. wide, and worth from 15 st. to 20 st. per fathom. Grenver Shaft: In the 130 end east the lode is ¾ ft. wide, and worth from 15 st. to 20 st. per fathom for tin. Pelly's Engine Shaft: The sumpmen are engaged about the shaft to last week. Blowitt's Shaft: In the 180, west of cross-cut, the lode is 1½ ft. wide, producing 2 tons of copper ore per fathom, and some tin stuff to dress. There has been nothing cut in either of the cross-cuts driving north and south during the past week, neither is there anything new to report in any other of our lode workings. Our sale of copper ore last Thursday realised nearly 2000l., which we hope to equal to-morrow from 4.0l. to 500l. worth of tin stuff, of which you shall be duly advised.

CUDDRA.—F. Puckey, H. Harvey, Aug. 8: At the 142, west of cross-cut, from Walker's shaft, on the north lode, we have begun to sink a winze below the bottom of the level, to further prove that lode in depth. In the winze which is sunk 4 ft. below this level, the south, or tin part of the lode, for 5 ft. in width is composed of quartz, peach, and iron, producing good stones of tin, and presenting a good appearance for improvement. In the winze sinking below the 142, west of Walker's shaft and cross-course, the lode is large and producing a little tin, worth 8 st. per fathom. In the stop in the back of the 142, west of the shaft and east of cross-course, no lode has been taken down for the month. In the stop in the back of same level, west of cross-course, the lode is 10 ft. in width, and worth 16 st. per fathom. In the stop further west from No. 2 winze, the south part of the lode for 9 ft. wide is worth 10 st. per fathom. In the stop in the bottom of the 130, west of shaft and No. 2 winze, the tin part of the lode for the width of 10 ft. is worth 16 st. per fm.

EAST LLANGYNOG.—E. J. Barn, Aug. 8: Setting Report: The deep adit level cross-cut south towards the south lode to six men, 6 st. per fathom; and the takers to tram their own stuff. No. 4 level, on the north lode, to clear and

timber, to four men, at 50s. per fathom. No. 4 level south, on the south lode, to clear and timber, to four men, at 45s. per fathom; stent until we remove the men to rise against the winze, which I hope will be in a few days. To clear and timber No. 3 level east, on the north lode, to four men, at 50s. per fathom; the lode here has been left standing for the old workers as far as we have already cleared. I shall clear away a few more fathoms, and then shoot out the lode, which I expect will be a good one; the ore now in sight is about 8 in. wide. No. 1 stop, in No. 1 level, on the south lode, to four men, at 60s. per fathom. In No. 2 stop, the lode to undercut west, to four men, at 5 st. per fathom. No. 3 stop, to four men, at 50s. per fathom. The lode in the three stopes named continues to produce about the same quantity of ore as when last reported on. To drive an end west, on the south lode, in No. 1 winze, to six men, at 60 st. per fathom; this end will come in under the ore gone down in No. 1 level, under fathom; it will give us a better advantage for stopping away the ore at a much less cost than by stopping it underhand. The 11 west, to six men, at 10s. per fathom; the lode in the present end is very large, the ore-bearing part is split into two parts; the two taken together averaging about 14 in. wide, solid ore. No. 1 level west, to the same men, at 30 st. per fm.; the reason for this is that the air in the 11 is sometimes bad, and when that is the case the men can work in the shallow adit. We have the smiths' shop and changing-house up, and the woodwork for the roof; I hope to have the shaft on in a day or two. The other buildings for the machinery and the houses for the miners are being pushed forward with all possible speed.

EAST RHYDALLOG.—J. D. Jones, Aug. 9: The lode continues of the same character as last week. In the bottom level, on Rhydallog engine lode, the new lode in the bottom level is improving in appearance, producing good gossan, spotted with lead ore.

EAST SETON.—Joseph Vivian and Son, Henry Arthur, Aug. 10: Cartwright's Shaft: In sinking below the 34 the lode is 4 ft. wide, improving in appearance, and worth 15 st. per fathom. In the 34 the lode is rather over 4 ft. wide, and producing occasional stones of copper ore. The tribute pitches are without alteration to notice. Base's Shaft: The lode is over 5 ft. wide, producing a little copper, with lead and mundle, now down 3 fms. below the 40. In the 46, both east and west, the lode is much of the same character and size as it is in the shaft. Eastern, or Flat-rod Shaft: In the 44 west the lode is 4 ft. wide, easy for driving, and kindly in appearance, being composed principally of quartz, impregnated with copper ore. In the 44, west of cross-cut, on the north lode, the lode is small.

EAST WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Aug. 9: The men are getting on pretty well with the 120 fm. level cross-cut north. There is no change to notice in the 95 east. In the 85 east the lode is 2 ft. wide, producing good ore, but not enough to value. The lode in the 75 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 65 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 55 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 45 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 35 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 25 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 15 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 5 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 east is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 west is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 south is 2 ft. wide, producing good ore, but not enough to value. The lode in the 0 north

WEDNESDAY.—Market rather quiet. Great Vor, Carn Brea, East Lovell, North Crofty, South Condurrow, and South Frances chiefly dealt in. Great Vor, 113s to 12; Carn Brea, 152s to 157s; East Lovell, 15 to 16; North Crofty, 2s to 2s; South Condurrow, 9s to 9s; South Frances, 55 to 57; Netherhardt,

40 to 41; Van, 53 to 55; West Basset, 23 1/2 to 4; West Tankerville, 3 1/2 to 3 1/2; Greenville, 7 to 7 1/2; Kitty (St. Agnes), 9 1/2 to 9 1/2; Pacific, 2 1/2 to 2 1/2.

THURSDAY.—Market again quiet. Pacific, Kitty (St. Agnes), South Condurow, Carn Brea, East Lovell, and Great Vor principally dealt in. Pacific, 3 1/2 to 3 1/2; Kitty (St. Agnes), 9 1/2 to 10; South Condurow, 9 1/2 to 10 1/2; Carn Brea, 15 to 16 1/2; East Lovell, 16 to 17; Great Vor, 11 1/2 to 12; Gwydyr Park, 14 1/2 to 15; West Chiverton, 20 to 21; East Van, 11 1/2 to 11 1/2; West Basset, 23 1/2 to 24; West Frances, 64 to 66; Eberhardt, 40 to 41.

FRIDAY.—Market active for Greenville, Wheel Lucy, Pacific, Seton, East Van, South Crofty, Carn Brea, West Caradon, Buller, and West Tankerville at advanced prices. Greenville, 7 1/2 to 7 1/2; Wheel Lucy, 3 to 3 1/2; Pacific, 2 1/2 to 2 1/2; Seton, 31 to 33; East Van, 11 1/2 to 11 1/2; South Crofty, 20 1/2 to 22; Carn Brea, 15 1/2 to 16 1/2; West Caradon, 27 1/2 to 28 1/2; Buller, 12 to 14; West Tankerville, 3 1/2 to 3 1/2; Uny, 9 1/2 to 9 1/2; North Crofty, 2 1/2 to 2 1/2.

AUSTRALIAN GOLD.—Authentic statistics as to the imports of Australian gold into the United Kingdom do not date further back than 1858, but for the 13 1/2 years which have since elapsed we have minute information. The imports in 1858 were valued at 9,066,289*l.*; in 1859, at 8,627,544*l.*; in 1860, at 6,719,857*l.*; in 1861, at 6,331,828*l.*; in 1862, at 6,705,036*l.*; in 1863, at 5,995,441*l.*; in 1864, at 2,657,133*l.*; in 1865, at 5,051,491*l.*; in 1866, at 6,840,718*l.*; in 1867, at 5,801,726*l.*; in 1868, at 6,990,609*l.*; in 1869, at 7,898,198*l.*; in 1870, at 6,486,225*l.*; and in the first half of this year at 3,418,344*l.* The total presented by the first year embraced by the returns has thus been never exceeded. In fact, when we consider that since 1858 the gold fields of Queensland and New Zealand have been brought into the account, we are forced to the conclusion that gold mining industry in Australasia has become rather less profitable than otherwise.

VAN.—The reports of Capt. Arthur Waters and Mr. Walter Eddy will be issued to the shareholders prior to the general meeting, to be held during the month. The same authorities have also inspected East Van, from which mine the most favourable advices continue to be received.

WEST CARADON MINE.—This mine is again attracting considerable attention in the mining world. At the general meeting (the details of which appear in another column) the accounts submitted showed that all costs were charged up to the end of June. A call of about 900*l.* was made, partly for the future working of the mine, and to place the property in a sound financial position. With the present reserves of ore, and a little better standard, this mine will no doubt shortly resume its former dividend position.

WEST JEWELL.—This mine appears to be fast approaching the Dividend List. The 30 fathom level (so highly spoken of by Mr. John Kendall, of Redruth, and others) is reached, and the agent states that, so far as seen, all previous reports are being fully verified. The preliminary sales of tin at this mine have realised nearly 4000*l.*

RICHMOND CONSOLIDATED MINING COMPANY.—The London agent of this company has received the following telegram:—"First week, £15,000."

ECLIPSE.—No mine in California has a better prospect of success than this, as there is a large quantity of quartz laid open, waiting for the water-stamps to be set to work. A telegram is hourly expected, stating that the water-stamps are at work, when large returns of gold may be confidently looked for.

NEVADA.—The *Eureka Sentinel* of a late date says that J. D. Emersley, after a long and patient search, has at last "struck it rich" immediately below the Richmond Consolidated Mine. The indications of a few days ago have been turned into a certainty, and a large body of ore has been uncovered, which, from its soft character, makes it easy of extraction. This discovery adds to the value, now very large, of the Richmond Consolidated and other mines on Ruby Hill, revealing, beyond a doubt, the fact that the entire mountain known as Ruby Hill is one mass of rich carbonate ore. With the Eureka Consolidated on one side, clearing its 10,000*l.* monthly, and the rich Emersley discovery on the other, it is evident that the Richmond Consolidated, lately placed on this market, is quite certain to prove an assured success. The returns of bullion for the month of June from a few of the productive mines of Nevada will be found of interest to investors in Pacific coast mines:—The Kentucky produced during the month bullion to the value of \$21,700; the Caledonia, \$33,650; Raymond and Ely, \$65,000; Meadow Valley, \$157,000; Succow, \$11,900; and the Chollar-Potosi, during the past year has reduced 83,775 tons of ore, at a net profit of \$2461 per ton, which equals \$2,511,702 profits for the year.

UTAH.—The advices received by this company are of the most satisfactory character. Everything is working well, and the mines never looked better. Mr. J. C. Bateman in a private letter says that they hope to commence running the two new furnaces in 40 days from that date (July 23), when, Mr. Bateman says, "the shareholders will soon see what a grand success will be made."

CENTRAL CITY (Colorado).—This is another instance of the practical value of the system adopted by what may be called the Stock Exchange Mining Bureau. Mr. William Gundry, and the other influential members of the Stock Exchange with whom he is associated, distinctly stipulate that under no circumstances whatever will they complete the purchase of a mine until every statement as to its value and capabilities has been thoroughly verified by their own accredited agents. In the case of the Central City, Mr. John Kendall (of Redruth), and Mr. Robinson, F. G. S. (Messrs. Shillford and Robinson), were selected, and the result of their investigation may be judged by the following extract from Mr. Kendall's letter:—"I went underground, and saw there was nothing there to come near to what was stated. We have gone carefully through the mine, measured width, length, and height of reserve ore ground, taken samples from every point working on ore, reduced the same to powder ourselves, and took them direct to the assayer without being out of our hands; also taking equal portion of every sample, and had it assayed to see if it would correspond with the average of the samples, which it did, and all the reserve ore in the mine will not be worth a profit of more than 10,000*l.* There is nothing but the machinery and buildings that will come near to the statement."

SUCCESSFUL MINING ON THE PACIFIC COAST.—It will be seen from what appears in another column that the Chollar Potosi Mining Company, which is working on the Comstock lode, Nevada, has paid in dividends during the year ending April no less than \$2,000,000, the entire paid-up capital being only \$400,000. In illustration of the market value of mines upon Stock Exchange in San Francisco, it may be mentioned that the aggregate selling price of Chollar Potosi shares is positively less than the amount paid in dividends in one year—in other words, the entire mine is selling in San Francisco—according to the officially recorded quotations—at less than the net value of one year's returns. Among other mines which may be similarly quoted, are Raymond and Ely, Nevada, at 40*l.* for one share; Norcross, Savage, Crown Point, and Eureka Consolidated. The last-named mine was offered in the London market about 18 months since for 50,000*l.*, but the purchase was not completed; it was, however, immediately purchased in San Francisco, and it has returned in ten months something like 100,000*l.* without the expenditure of \$1 beyond the purchase money. These facts tend to dispel much misapprehension which appears to exist, for they clearly show that the owners of mines can advantageously effect sales upon the basis of only two or three years' purchase, simply because the capital can be readily re-invested in San Francisco in mine stock upon much more remunerative terms.

GREAT WESTERN (Silver).—A very gratifying letter has been received from Mr. N. Nelson, one of the directors, dated Hamilton, July 21, from which the following is extracted:—"Yesterday, in company with Mr. Eilery, I visited the mine, distant about 2 1/2 miles from this town, and descended the shaft. After making careful examinations, I returned, when a blast was fired, and by this mail I forward you a small portion of the result, that you may, if you see fit, have it assayed. The shaft is sunk to a depth of 35 ft. on the lode, and the blast was from the bottom. I picked up the several portions at random—indeed, it had all to my eye the same appearance; but I have shown it to three practical miners, and all agree as to its probable yield, £130; but this is only conjecture, and your assay will determine it. The statement of these miners, briefly summed up, was:—"This is the right stuff," and they assured me it was precisely similar to that from the Eberhardt. There has not been the slightest attempt at misrepresentation or exaggeration, either as to the position of the mine in relation to the Eberhardt or as to the work done. In the full sense of the word, the Great Western adjoins the Eberhardt, and is a continuation of the same metalliferous belt."

DOMINION OF CANADA OILS REFINERY COMPANY.—This company has received advices from Mr. Stovin, their general superintendent, on the progress of the works at Sarnia up to July 25. Mr. Stovin states that the bricks are being made from clay upon the company's land, but the company are not the manufacturers, that they are merely purchasing the bricks at \$5 per 1000, saving \$1 1/2 to \$2 per 1000 in carriage alone: 300 piles for the wharf he states would be built by the 27th ult., and when ready to receive the machinery by the end of the month, simply because the building stone has been landed on the wharf, and carried to the ground for foundations for stills, &c. The planing to complete the wharf would be, as stated, on the ground in course of the same week. The precautions taken by the company in sending the two sets of machinery by two steam-vessels have been fully justified by the result. The machinery by the *Medway* safely reached Canada on June 29, and the second shipment by the *Thames* on July 14, but the latter vessel had a narrow escape from entire destruction. The working engineer, Mr. Wilke, who has gone out in charge of the machinery, and to superintend its erection, has arrived at Sarnia, under date of Montreal, July 18. Mr. Stovin is here to arrange the transit of the goods from Montreal to the place of destination. He will have the landing place at Sarnia ready by the time the goods arrive there. When we were in the entrance to the St. Lawrence, a ship, named the *Milton*, came in collision

with us during a severe fog. Fortunately, I had not retired to my berth, but was in the saloon, or I should have been killed, for she struck in my berth, cutting us down to the water's edge, and stowing in two plates carried away the deck house and wheelhouse. Everything I had in the cabin is either smashed or washed overboard. The time was 10 P.M. The ship is now under temporary repair."

*** * With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Birmingham and the Black Country; Colliery Insurance Company; Denudation of the Coalbrookdale Coal Field (J. Randall); Pneumatic Stamps; On Dressing of Ores, No. XI. (John Darlington); Water-Balance Engines; Improvement in Blast-Furnaces; Gas in Metallic Mines; English Capital for Mining in Australia (T. Carpenter); Silver Mining in England and Abroad (G. Pengilly); Thames Gold Field, Auckland, New Zealand (J. R. Bayly); Home and Foreign Mining (H. Tredinnick); Payment of Tributes; Broadly Mining Company (J. B. Balcombe); Wheel Seton, and its Management—Commission to Enquire into the several matters relative to Coal in the United Kingdom—Colliery Inspection in America—Testing of Colliery Safety-Lamps—On Explosive Agents—Underground Temperature—Patent Laws (J. Bagg); Foreign Mining and Metallurgy—Gold, and the Gold Fields in Australia—Foreign Mines Reports—Australian Mines Reports—Copper Ore Sales at Swansea and Redruth—Patent Matters, &c.**

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, AUG. 11, 1871.

COPPER.		£ s. d.	£ s. d.	IRON.		Per ton.
Best selected .p. ton	77	0	0-78 0 0	Bars Welsh, in London	7 12	6 —
Tough cake and tile	75	0	0-76 0 0	Ditto, to arrive	7 7	6 —
Sheeting & sheels..	73	0	0-80 0 0	Nail rods	7 12	6-8 0 0
Bolts	78	0	0-80 0 0	,, Stafl. in London	7 12	6-8 0 0
Bottoms	82	0	0-83 0 0	Bars „ ditto	8 10	0-9 2 6
Old	60	0	0- —	Hoops „ ditto	9 0	0 —
Burra Burra	77	0	0-78 0 0	Do „ at works..	7 15	0-8 0 0
Wire.....per lb. 0	9	10 1/2	—	Hoops „ ditto	8 2	6-8 5 0
Tubes	0	0	10 1/2-10 3/4	Sheets, single	9 10	0-10 0 0
BRASS.		Per lb.		Pig No. 1, in Wales	3 15	0-4 5 0
Sheets		8d.-9d.	—	Refined metal, ditto..	4 0	0-5 0 0
Wire		7 1/2d. —	—	Bars, common ditto..	6 15	0-7 0 0
Tubes		8d.-10 1/2d.	—	Do. mch. Tyeor Tees	7 5	0- —
Yellow Metal Sheathing ..		7d.-7 1/2d.	—	Do, railway, in Wales	7 0	0- —
Sheets		6 1/2d.-7d.	—	Do, Swed. in London..	10 0	0-10 2 6
SPELTER.		Per ton.		To arrive	9 15	0-9 17 6
Foreign on the spot	£18	0-18 5 0	0	Pig No. 1, in Clyde..	3 10	0-3 6 0
„ to arrive ..	18	5 0- —	0	Do. f.o.b. Tyeor Tees	2 9	6- —
ZINC.		Per ton.		Do. Nos. 3, 4, f.o.b. do.	2 6	6-2 7 0
In sheets	24	10 0- —	0	Railway chairs	5 17	0-6 0 0
QUICKSILVER (p.bot.)	£9	0-8 5 0	0	„ spikes	11 0	0-12 0 0
TIN.		Per box.		Indian Charcoal Pigs,		
English blocks	£137	0-138 0	0	in London, p. ton..	6 5	0-6 10 0
Do., bars (in bris.)	138	0-139 0	0	STEEL.		Per ton.
Do., refined	138	0-140 0	0	Swed., in kegs (rolled)	12	0-13 0 0
Banca	136	0-136 10	0	„ (hammered) ..	13	0-14 0 0
Straits	132	0-133 0	0	Ditto, in faggots ..	15	0-16 0 0
TIN-PLATES.*		Per box.		English, spring	17	0-23 0 0
IO Charcoal, 1st qua. †	1 9	6-1 10 6	10 6	LEAD.		Per ton.
IX Ditto, 1st quality	1 16	0-1 17 6	17 6	English Pig, com.	18	0-18 2 6
IX Ditto, 2d quality..	1 7	6-1 8 0	8 0	Ditto, L.B.	18	2 6- —
IX Ditto, 3d quality..	1 13	6-1 14 0	14 0	Ditto, W.B.	19	5 0- —
IX Coke	1 5	0-1 7 0	7 0	Ditto, sheet	18	10 0- —
IX Ditto	1 11	0-1 13 0	13 0	Ditto, red lead	20	10 0- —
Canada plates, p. ton	13	10 0-15 0	0	Ditto, white	28	0-30 0 0
Ditto, at works	13	10 0-14 0	0	Ditto, patent shot ..	20	10 0- —
				Spanish	17	10 0- —
* At the works, 1s. to 1s. 6d. per box less.				† Add 6s. for each x.		
Terne-plates 2s. per box below tin-plates of similar brand.						

REMARKS.—Owing to the absence of many buyers holiday-making, our markets have remained in a very quiet state. Scarcely any disposition is evinced to speculate at the present moment, and the transactions taking place are chiefly confined to bona fide requirements. The value of metals generally, however, is unaffected; and, with the exception of slight fluctuations, there will probably not be any material alterations in prices much before the autumn demand, when further progress of an upward character may be fairly anticipated. The spirit of enterprise is daily becoming more developed, and the facilities and varied opportunities greatly increased; and this, together with the blessings of peace, the prospects of a good harvest, and an abundance of capital, must necessarily impart confidence, and, under these favourable influences, commerce cannot fail to derive considerable permanent and speedy benefit.

COPPER.—The market is not quite so buoyant just now, and sellers have consequently in some few instances acceded to slightly easier rates. Chili bars are quoted 67*l.* to 68*l.*, according to brand and prompt. English descriptions are scarcely so firm at present rates. The lull in the demand may be partly attributed to the holidays, and during the next month or two there may not be any great vitality, but if the Chili charts continue light renewed activity may be long deferred, and an important advance ultimately established. The prevalence of low rates for so long may in a measure militate against any sudden rise, as it naturally takes time for buyers to become reconciled to an altered state of things. That the market has turned round, and a change for the better is gradually working its way, there can be no disputing. Prices tend more in sellers' favour, and buyers must be prepared to pay enhanced rates. The present pause, therefore, is not any evidence of weakness, the market being perfectly sound in itself, and this test, doubtless, will be a further proof of its solidity and strength.

IRON.—A fair demand exists for most kinds of iron, and prices exhibit considerable firmness. Makers are rather indifferent about taking orders, and decline to commit themselves to speedy binding deliveries, as many of the mills are now only working short time in consequence of the hot weather, and until the harvest is gathered in there will be no reliance upon getting men to work at the furnaces unless liberal wages are offered. Sellers, therefore, being so circumstanced will only enter into fresh engagements providing better rates are realised. The price of pig-iron also rising is another reason why manufacturers should obtain a higher value for finished iron. In Sweden bars business is doing at 9*l.* 10*s.* to 9*l.* 17*s.* 6*d.* in the market, and in the case of shipbuilders and speculators have displayed considerable activity this week in the purchasing of Scotch pigs, and prices have advanced to 6*s.* 3*d.* for cash, and 6*s.* 6*d.* one month, the market closing with an upward tendency.

LEAD. in moderate request, and sales continue to be effected at much about previous prices. The enquiries for the East are chiefly confined to special brands.

SPELTER.—The transactions reported are extremely limited, and scarcely any variation in quotations is announced.

QUICKSILVER inactive; price as before.

STEEL.—Swedish remains unsaleable unless at extremely low rates. Tin.—A few parcels of Straits have changed hands at 13*l.* 6*d.* to 13*l.* 6*d.*; sellers at the moment appear to preponderate, at the same time there is not much pressure. The nearness of the next Dutch sale will probably exercise some effect and weight upon the market, and unless deliveries are very favourable it would not be surprising to discern a little uneasiness in prices for a time.

TIN-PLATES command good prices; 26*s.* is quoted for ordinary cokes, although 25*s.* has been accepted for common brands. Deliveries are distant.

COPPER.—Messrs. James and Shakspeare.—The only thing done in furnace material by private contract was a sale of about 450 tons. Ore, in Liverpool, at 13*s.* 9*d.* per unit. The Swansea ticketing, which took place on Tuesday, went off at an average of 12*s.* 11 1/2*d.*, the average produce being only 10 1/2*d.* per unit. In bars about 450 tons have changed hands, at 67*l.* for Lota, 67*l.* 10*s.* for Urmeneta, 68*l.* for good brands. Holders now ask 67*l.* 10*s.* for Lota, 67*l.* 10*s.* for Urmeneta; but buyers will not pay more than the before-mentioned rates, more particularly as some of the good brands at 68*l.* were for arrival or with extended prompt. On Wednesday telegrams came to hand advising the Chili charts for the first fortnight in July as equal to 900 tons pure, of which 600 tons in bars and ingots, 100 in regulus for England, 200 in bars for the Continent; the quantity for the corresponding period last year was 909 tons pure. In Australia a small business has been done in W. Laro from second hands at 77*l.* per ton cash. English sorts continue dull, but there is no alteration from the quotations of Friday last.

Messrs. Vivian, Younger, and Bond.—Prices have not nominally undergone any change, for holders are so firm in their views that it is not easy to induce them to give way to the buyers' notion that the market must surely fall. It is not surprising, considering the number of false starts this article has made during the past, that however good the statistical position or the manufacturing trade may be, consumers decline to believe in the possibility of any advance being maintained. We have no transactions in Chili produce to report, beyond a few "bear" sales of bars at 68*l.*, three months fixed, and one cargo of ore at Liverpool at 13*s.* 9*d.* At the Swansea ticketing, on the 8th inst., 1593 tons of ore, average produce 10 1/2*d.* per cent., were sold at an average of 2*s.* 11 1/2*d.* per unit. The demand for English and fine foreign copper has been small. On the 9th inst. the cablegram in advance of the mail of July 16 from Valparaiso came to hand, advising charters of 900 tons of fine copper—600 tons in bars and ingots, and 300 tons fine in ores and regulus.

CHEMICALS AND MINERALS.—Messrs. J. Berger Spence and Co., Manchester, Aug. 9.—Soda: Cream caustic in request, at 12*l.* 15*s.* to 13*l.* 5*s.*; white, 60 per cent., active, at 13*l.* 10*s.* to 14*l.*; soda ash steady, at 23 1/2*d.* to 24 1/2*d.* per degree; soda crystals, at 5*s.* 6*d.*; bi-carbonate firm, at 12*l.*; salt-cake, 3*s.* 6*d.*; Murates, 3*s.* 6*d.*; nitrate of soda steady, at 14*s.* to 14*s.* 3*d.*—Potash: Murates, 3*s.* 6*d.* per cent., in moderate demand, at 9*s.* 6*d.*; chloride, 1*s.* 7*d.*; potashes, 2*s.* 6*d.* to 2*s.* 8*d.*; pearl ashes, 4*s.* to 4*s.* 6*d.*—Alum: At 6*s.* to 6*s.* 6*d.* for loose lump; 12

export barrels, 7*s.*; ground, 7*s.*—Bleaching Powder: Firm, at 12*l.* 10*s.* to 13*l.*—Ammonia: White and grey, 19*s.* to 19*s.* 10*s.*; brown, 14*s.* to 14*s.* 5*s.*; carbonate, 6 1/2*d.*—Coppers: Green and rusty, 5*s.* 6*d.* to 5*s.* 8*d.*; dry, 5*s.*—Copper Salts: Sulphate of copper firm, at 24*l.* 10*s.*—Arsenic: Dull, at 6*s.* 15*s.* to 7*s.* 15*s.*; sulphate, 3*s.* 10*s.* to 3*s.* 15*s.*; carbolic bris, 1*s.* 10*s.* to 1*s.* 12*s.*—Magnesia: Epson salts, 1*s.* 10*s.* to 1*s.* 12*s.*; for refined—Oils: Olive in good enquiry, at 48*s.* to 50*s.*; rapeseed, 48*s.* to 50*s.*; and dense oils, 4*s.* to 5*s.* 6*d.*; pure white Norwegian cod liver oil, 4*s.* 6*d.* to 6*s.* per gallon.—Pitch: In rather better demand, at 13*s.* to 15*s.*—Benzol: Unaltered; 30 per cent., at 3*s.* 3*d.*; 90 per cent., at 4*s.* to 4*s.* 6*d.*—Disinfectants: Patent, 5*s.*; carbolic, 10*s.*—China Clay: 22*s.* per ton.—Pyrites: Very active for Spanish.—Lime: Super-phosphates, 25 to 30 per cent., 2*s.* 10*s.*; precipitated phospho-phate of lime, 40 to 50 per cent., 5*s.* 10*s.* to 6*s.* 10*s.*; Estramadura, 1*s.* 2 1/2*d.* per unit; mineral phosphates, 55 to 60 per cent., 10 1/2*d.* per unit.—Manganese: 70*s.* to 90*s.* for 70 per cent.—Iron Ore: Hematite, 19*s.* to 20*s.*; oolitic, 9*s.* 6*d.* to 7*s.* 6*d.*

The MINING SHARE MARKET was comparatively quiet during the earlier part of the week, and prices in many instances gave way; but towards the close a better feeling prevailed, and a demand sprung up for several mines at advanced prices. Among these may be mentioned Carn Brea, Wheel Greenville, South Condurow, South Frances, West Frances, Wheel Lucy, Wheel Seton, Pacific, East Van, East Lovell, Kitty (St. Agnes), West Tankerville, West Caradon, Wheel Buller, North Crofty, Uny, Eberhardt and Aurora, Great Western, Bog, Parys Mountain, Prince of Wales, Wheel Agar, Gwydyr Park, and a few others.

The Metal Market is not quite so firm either for lead, copper, or tin.

Bog shares have been flat, at 2 1/2 to 3. Bronfloyd, 2 1/2 to 2 1/2, or by the conversion into stock the quotation would be 90 to 100 ex div. This mine has just paid its 31st dividend, equal to about 8 per cent. per annum. Blaen Caelan, 1 1/2 to 1 1/2; Carn Brea have been in good request, at an advance to 15 1/2 to 16 1/2. Cook's Kitchen, 23 to 30. East Lovells have fluctuated from 15 to 17, leaving off 16 to 17; the 80 West has improved to 40*l.* per fathom. The stoep in the back of this level 50*l.* per fathom. The winze below the 70, 40*l.* to 50*l.* It is generally supposed the next dividend will be much smaller than the last. Great Wheel Voss have also fluctuated, and leave off weaker, at 10 1/2 to 11. The mine will sell 25 tons of tin next week, which will leave a profit of about 400*l.* on the month. Devon Great Consols have been weaker, at 95 to 105. Dolcoath, 185 to 190; East Caradon, 4 1/2 to 5.

Wheel Jane, 39 to 41; at the meeting the accounts showed a profit on two months' working of 1018*l.*, and a credit balance of 64*l.*. The report states that with present prospects large returns will be made, which, after placing the finances in a sound position, will enable the manager to resume dividends. East Basset, 8 to 9; at the meeting a call of 2*l.* per share was made. The accounts showed a loss on four months' working of 940*l.*. The mine is said to be looking more promising, and in the transition state from tin to copper. South Crofty shares are in request at 20 to 22. It is said that no call will be required at the next meeting, and the mine is looking well. Wheel Lucy advanced on Friday afternoon 3 1/2 to 3 1/2; the lode continues worth 40*l.* per fathom, and the prospects generally are very encouraging. Wheel Greenville, 7 1/2 to 7 1/2; the points in operation at this mine are worth about 450*l.* per fathom in the aggregate; and the 110 east, driving towards the winze sinking below the 110, is coming into tin—in fact, any day a discovery may be announced here. New Pembroke; the tin sold on the 4th realised 789*l.*. The points in operation in the mine are worth 156*l.* per fathom in the aggregate. Wheel Margaret, 15 to 16; the mine is looking better, and with the present price of tin is likely to resume good dividends. East Van have again improved to 11 1/2, 12; East Pool, 13 1/2 to 14.

Gwydyr Park, 17*s.* 6*d.* to 20*s.*; the stoep has improved to 1 1/2 ton of lead ore per fathom, and the prospects of the mine are very encouraging. As soon as the ground is cleared of stuff the lode, worth 3 tons of lead per fathom, and going into whole ground, will be worked. Great Laxey, 16 1/2 to 17 1/2; Great Western, 37*s.* 6*d.* to 42*s.* 6*d.*; Herodsfoot, 42 to 44; Marke Valley, 6 to 6 1/2; New Rosewarne, 1 1/2 to 2; New Seton, 50 to 60; North Crofty, 2 to 2 1/2; Parys Mountain, 3 to 3 1/2; Pennerley, 3 1/2 to 4. East Wheel Greenville, 3 1/2 to 3 1/2; the 75 east is worth 2 tons of copper ore per fathom. In the winze sinking below this level the lode will produce 8 tons of ore per fathom; the 65 east 2 tons per fathom. Perkin's Beach, 1 1/2 to 1 1/2; Plymmon, 1 1/2 to 1 1/2; Providence Mines, 25 to 26; Roman Gravel, 18 to 19; South Roman Gravel, 25*s.* to 30*s.*; South Caradon, 190 to 200. South Condurow shares have fluctuated from 8 1/2 to 10 1/2, leaving off 9 1/2 to 10 1/2. South Frances, 5 1/2 to 5 1/2.

Drake Walls, 1 1/2 to 2; the agent states in his report sent to the shareholders that the mine is again improving, and he believes he will again lay open a profitable and lasting mine. The tin sold during the quarter realised 3340*l.* 16*s.* 4*d.*. West Drake Walls, 3*s.* 6*d.* to 5*s.* 6*d.*; the accounts showed a balance carried forward of 1072*l.*, and a call of 6*d.* per share was made. The report states that from the indications of the lode in the 54 the agent is led to expect important discoveries in the 65. Spear Moor, 18 to 20; Tankerville, 16 1/2 to 17 1/2; Tincroft, 52 to 54; Trumpet Consols, 17 to 18; Van, 32 to 55; Van Consols, 27*s.* 6*d.* to 32*s.* 6*d.*. West Basset have advanced to 4 1/2. West Caradon, 27*s.* 6*d.* to 32*s.* 6*d.*. West Chiverton have been firmer, at 20 to 21. West Frances, 64 to 66; West Panty-Go, 1 1/2 to 2; West Seton, 135 to 140. West Tankervilles have been more in request, at 3 1/2 to 3 1/2; Wheel Agar, 1 1/2 to 2.

Wheel Buller shares have advanced to 12 1/2. Wheel Kitty (St. Agnes), 9 1/2 to 9 1/2. Wheel Mary Ann, 9 to 10; at a meeting held here on July 7 it was resolved to purchase the machinery, materials, &c

104; Marke Valley, 6 to 6½; Tankerville, 17 to 17½; Van, 54 to 56; East Van, 11½ to 11¾; West Chiverton, 20 to 21; Wheel Grenville, 7 to 7½; Pennerley, 3½ to 4; Perkins Beach, 1½ to 1¾; Roman Gravel, 18½ to 19; Almada and Tiritio, 1½ to 1¾; Birdseye Creek, 1½ to 1¾; Cape Copper, 9 to 10 prem.; Pacific, 3½ to 3¾; Sierra Buttes, 4 to 4½; St. John del Rey, 30½ to 31½; Sweetland Creek, 4 to 4½; Utah, 3½ to 4½ prem.

The SILVER PLUME MINING COMPANY, with a capital of 10,000£, in shares of 1£ each, has been formed to purchase three valuable properties on Republican Mountain, Colorado, U.S., in the vicinity of the Terrible, Brown, and other well-known mines. The purchase money is fixed at 33,000£, of which 30,000£ is to be in fully paid-up shares. The company took possession on July 1, and on July 1 the manager wrote that he is very much pleased with the progress making. Some of the first-class ore will run over 200£ to the ton, and the second-class will run over 30£. It is looking better every foot they make. The breast in the upper level opened with a great increase in the quantity of ore. They have on hand about 4 tons, one-half of which is first-class, and by Aug. 1 he expects to have over 13 tons ready for shipment. The average of the first shipment will be over \$300 per ton. In other letters he expresses his confidence that before the expiration of next year he will obtain from the Silver Plume alone sufficient returns of ore to return the whole capital of the company to the shareholders, after providing for the vendors' share of the profits.

The HAMILTON SMELTING COMPANY, with a capital of 60,000£, in shares of 5£ each, has been formed to purchase a valuable smelting and mining property near Hamilton, Nevada. The works consist of smelting furnaces, steam-power, and necessary plant complete, occupying a site of about 9½ acres of freehold land. The mining claims consist of the Massachusetts, the Marion, and the Etham Allen, each of 1000 ft. by 200 ft.; the Ebenezer, 600 ft. by 200 ft.; and the Silver Star, 800 ft. by 200 ft., making 4400 ft. by 200 ft. in all. It is mentioned, however, that although the entire White Pine district, of which Hamilton is the centre, is so rich in metalliferous deposits, there are but few persons in possession of sufficient capital to enable them to work the mines. Money can only be borrowed at 3 to 5 per cent. per month, or 36 to 60 per cent. per annum, and consequently ores, though rich for lead and copper, containing less than 100 ozs. of silver per ton, will not bear freight to San Francisco, and must, therefore, be smelted on the spot, or the mine is abandoned for want of a local market. Of course all miners gladly avail themselves of the opportunity of selling wherever practicable on the spot, and the possession of smelting works will enable the company to secure the purchase of any quantity of ore at advantageous rates, and with the judicious employment of capital large dividends may be fairly calculated upon. The terms of purchase are very favourable; 36,000£ is the price fixed, but of this only 35,000£ is to be paid down; of the remainder, 5000£ is to be paid in cash if the shareholders in general meeting on Nov. 1 next approve the results of the working; and 27,500£, in fully paid shares, to be left in trust until the company has paid 20 per cent. in dividends. Smelting operations are calculated to be of great assistance to the number of mines opened up in the White Pine district; and this company is formed under such favourable auspices that with proper metallurgical management there is no question that the property will be amply remunerative to the shareholders. The prospectus will be found in another column.

The IMPERIAL BRAZILIAN COLLIERIES COMPANY (as will be seen by the abridged prospectus, which appears in another column) has given notice for the closing of the list of applications. It is understood that the capital has been fully subscribed. The shares are quoted 1½ to 2 prem.

The WELSH IRONWORKS COMPANY are inviting subscriptions (by prospectus published in this day's Journal) for 1500 perpetual 10 per cent. preference shares, of 50£ each, to be issued at par (the company's ordinary share capital is 50,000£, in shares of 50£ each), the amount being payable by instalments extending to January 30 next. The preferential dividend will absorb only 7500£ per annum, and the estimated annual profits are 48,000£, or about 39 per cent. on the entire capital. The surplus profit, after all shares have received 10 per cent., is divisible equally between the ordinary and preference shares. The undertaking is more fully referred to in another column.

The PEN-YR-HENBLAS LEAD MINING COMPANY, whose prospectus appears in another column, has been formed with a capital of 12,000£, in shares of 1£ each, for working the mine of that name, situated on the Halkyn mountain. Large lumps of galena, some weighing 112 lbs. each, are reported to have fallen during the former working from the roof in the south level at the bottom of Eytan shaft, and as the ore is considered to have its seat in the chert-stone above, the ore being portions of some vein or flat, attempts are now being made to effect a communication with this upper stratum by means of a shaft from surface. Capt. Matthew Francis describes the mine as being in one of the richest lead-bearing districts in the kingdom; Capt. John Lloyd considers the geological position is unsurpassed in all respects; and Capt. Thomas Pierce confidently asserts that it will prove a capital paying mine with a very small outlay.

The SOUTHWARK AND CITY SUBWAY COMPANY has been incorporated by special Act of Parliament, and with a capital of 100,000£, in shares of 10£ each, for making an underground railway from St. George's Church, Southwark, to the City. The numerous tramways already constructed, or in course of construction, south of the Thames would lose a large proportion of their utility to men of business engaged in the City without the aid of some such means of bringing them through the more crowded portion of their journey as the proposed subway will afford. The journey from the various suburbs, whether by the Kensington, Walworth, or Great Dover roads, to St. George's Church, can be performed without that interruption to speed which would be inevitable in passing along the Borough and over the bridges, so that passengers would reach their destination in the shortest possible time, and at a minimum fare, the conjunctive working being of equal advantage to the tramway companies and to the new subway company. It is estimated that if the trams make 24 trips per hour, and carry 36 passengers (nine-tenths at 1d. per journey) in each tram, there would be (deducting one-third for working expenses) a balance of 16,108£ per annum, or sufficient to pay over 16 per cent. per annum on the entire share capital, or a considerably higher return on the estimated expenditure. The subscription list will close on Tuesday next for London, and on the day following for the country.

The members of the Stock Exchange who commissioned Mr. Galtier and Capt. Nicholas Bray to inspect and report upon some California mines, have succeeded in securing upon most advantageous terms the mine adjoining Sierra Buttes, which is now realising a profit of 4500£ per month. The mine is stated to be of very great value. The capital is 110,000£, and 35,000£ is to be set aside as working capital.

A very great impulse to the local prosperity of Swansea is likely to result from the resolution of the well-known firm of Messrs. H. H. Vivian and Co. to resuscitate the Old White Copper Works, in that neighbourhood, for the purpose of commencing the smelting, upon an extensive scale, of the silver-lead ores which are now imported in continually increasing quantities from California, Nevada, and the Salt Lake regions. It is understood that the German process of treating the ores will be pursued at the re-constituted works, which will be carried on under the management of Mr. George B. Hermann, who in Germany possesses a high reputation for the skill and ability with which he has there conducted similar operations. Amongst the rich American properties those belonging to the Utah Company are probably destined to derive special advantage from the opening by the eminent Swansea manufacturers of what is relatively speaking a new branch of business in that part of the country. Not only will the additional furnaces upon the spot be at work, but ore will be shipped for conversion in England. The vast resources of the mines will now have increased facilities for full development.

IRISH MINE SHARE MARKET.—The Royal visitors, favouring us so seldom, were, of course, interfering very much with our graver Stock Exchange operations, but, on the whole, mining shares command a fair share of attention, and tolerable prices. In fact, the present splendid weather encourages spirited dealings at improved prices. Conspicuously (100 paid) sell readily at 4½ per cent. prem., but the better class of holders stand out for 105. Killaloe slate

Quarry shares are often dealt in than any other, no doubt on account of the smallness of their amount, and are dealt in at from 3s. 6d. to 4s. premium, or at 23s. 9d. to 24s. (20s. paid). Mining Company of Ireland (7½. paid) is languid, at 6½. Wicklow Copper shares (2½. 10s. paid) are quoted at 2½ to 3½.

At the Swansea Ticketing, on Tuesday, 1593 tons of ore were sold, realising 10,435£ 4s. The particulars of the sale were—Average standard for 9 per cent. produce, 86£ 18s.; average produce, 10½; average price per ton, 6£ 11s.; quantity of fine copper, 161 tons 6 cwt. The following are the particulars of the two last sales:—
Date. Tons. Standard. Produce. Per unit. Ore copper.
June 27, 2009 £89 8 6 15 £10 15 6 13s. 4d. £87 7 6
Aug. 8, 1893 86 18 0 10½ 6 11 0 12 11 64 14 0
Compared with the last sale, the decline has been in the standard 2½ 10s., and in the price per ton of ore about 5s. There will be no sale on Aug. 29.

At Wheel Jane meeting, on Monday, the accounts showed a profit on the two months of 1018£ 2s. 9d.; and a remaining balance of 64£ 5s. 5d. in favour of the adventurers. The salaries of the clerk, Mr. Bryant, and the agents, Capt. W. Giles, Jun., and Williams, were increased to 8½. 8s. per month. Capt. W. Giles, W. Giles, Jun., and T. Williams, say—We have nine tubwork bargains, employing 36 men and 21 boys; and 30 tribute pitches, employing 110 men, with tribute varying from 5s. to 14s. in all, with a fixed standard of 8s. 6d. per ton. Our machinery is in good repair, and working satisfactorily. We shall, with a continuance of present prospects, make large returns, and such profits as will enable us, after placing the mine in a proper financial position, to resume payment of dividends.

At North Wheel Busy United four-monthly meeting, on Aug. 2, the accounts showed a debit balance of 7£ 11s. 6d. A call of 4s. per (5½) share was made for future operations. Very satisfactory progress was reported, and the prospects are most encouraging.

At Frank Mills Mine meeting, to be held on Tuesday, the accounts for the three months to July 15 will show a debit balance of 617£ 16s. 10d. The returns are 14 tons short of those for the previous quarter, and realising 445£ less. The expenses, however, have been less, but the result of the three months' working is a loss of 391£ 5s. 9d., and the reserve fund is reduced to 1302£ 14s. 10d. The new stop in the 10' north has not been so productive; the ground has been hard, and there has been great difficulty in getting miners. The mine below the 10' is expected soon to improve. In future two samplings will be thrown into one.

At South Carn Breva Mine meeting, on Aug. 4, the accounts showed a debit balance of 1101£ 14s. 6d. A call of 2s. 6d. per share was made. The relinquishing shareholders having expressed a wish to withdraw their relinquishments, it was resolved that they be allowed to do so on immediately paying up the arrears of calls due on their shares. The next meeting will be special, for altering or rescinding existing rules.

The shares of the Mineral Hill Silver Mines Company (Limited) are 17½ to 18 per share, and the Debentures 103 to 105.

The shares of the South Aurora Silver Mining Company are 5½ to 5¾ per share.

TO RAILWAY COMPANIES AND CONTRACTORS.

THE NORTH LONDON RAILWAY COMPANY HAVE SEVERAL RAILWAY CARRIAGES ON SALE, suitable for branch-line traffic. For particulars apply to the Locomotive Superintendent, at the Company's Engine Works, Bow-road, London, E. Euston Station, London, N.W., 7th August, 1871.

TO CORNWALL MINERS.

WANTED IMMEDIATELY, A NUMBER OF MINERS FOR COLLIERIES IN THE NORTH OF ENGLAND. Good wages, paid once a fortnight. On agreement, for six months' work. Expenses paid to collieries. Apply to M. E. JOBLING, Esq., St. Stephens, St. Austell, Cornwall.

MINE AGENT.

WANTED, A THOROUGHLY COMPETENT AGENT TO MANAGE A LEAD MINE IN WALES. Applications, with full particulars as to character and knowledge of practical mining, and stating salary required, to be made to "A. Z." MINING JOURNAL OFFICE, 26, Fleet-street, London.

WANTED, A SITUATION as VIEWER or RESIDENT VIEWER. Can be well recommended by several leading Mining Engineers. Address, "T. A.," MINING JOURNAL OFFICE, 26, Fleet-street, London.

RAILS.

WANTED, TENDERS FOR ONE HUNDRED AND FIFTY TONS OF FLANGE RAILS, stating price, dimensions, and where to be seen. Address, Mr. BENJAMIN L. FEARLEY, Newry.

WANTED, FOR NORTH STAFFORDSHIRE, A PRACTICAL EXPERIENCED BLAST FURNACE MANAGER. Apply, stating age, experience, where last employed, salary required, and all particulars, to "K.," MINING JOURNAL OFFICE, 26, Fleet-street, London.

TO TIN-PLATE MANUFACTURERS.

A METAL FIRM, intimately associated with the leading buyers of TIN-PLATES in LONDON, LIVERPOOL, and ABERDEEN, IS OPEN for an AGENCY, and can introduce FIRST-CLASS CONNECTIONS to any party commencing this branch of manufacture. Address, "A. Z.," The Lombard Exchange Rooms, London, E.C.

TO COLLIERY PROPRIETORS, CIVIL, AND MINING ENGINEERS, &c.

AN ENGINEER, in a good position, is OPEN TO TAKE A PARTNER. Also, ONE or TWO GENTLEMEN, with capital, to WORK A COLLIERY. A vacancy for an Articled Pupil. Principals only address "Z. Y. X., Engineer," MINING JOURNAL OFFICE, 26, Fleet-street, London.

A GENTLEMAN, who does a LARGE BUSINESS with the chief BESSEMER WORKS in the country, is prepared to UNDERTAKE the INTRODUCTION to the market of HEMATITE IRON. Address, "M.," MINING JOURNAL OFFICE, 26, Fleet-street, E.C.

A MINING ENGINEER, of large experience, OFFERS his SERVICES to anyone requiring REPORTS, VALUATIONS, PLANS, ESTIMATES, or ADVICE of any kind as to the OPENING OUT or WORKING of MINERALS at home or abroad. Address, "C. V. and M. E.," MINING JOURNAL OFFICE, 26, Fleet-street, E.C.

A SITUATION as MANAGER WANTED by a GENTLEMAN thoroughly conversant with the MANUFACTURE OF IRON, and who has had the experience of some of the largest works in Yorkshire and the North of England. The highest references can be given. Address, "X.," Messrs. Sanders and Smith, Solicitors, Dudley.

ANYONE WISHING TO TREAT for the PURCHASE of a very PROMISING and VALUABLE LEAD MINE in NORTH WALES may have particulars by applying to Mr. RALPH ASHTON, Ross Cottage Romilly, Cheshire. The mine is at present in private hands. This is a good opportunity for parties interested in the formation of joint-stock companies, as the property will bear the strictest investigation, and only a small outlay and a moderate capital are required to obtain very good returns.

HEMATITE IRON ORE.

ABOUT TWO THOUSAND TONS OF HEMATITE IRON ORE can be SUPPLIED MONTHLY, from 50 to 60 per cent. Apply, by letter, to "A. B.," care of the Editor of the MINING JOURNAL, 26, Fleet-street, London. Also, a VALUABLE TIN MINE FOR SALE.

REQUIRED, for a SLATE QUARRY in NORTH LANCASHIRE, AN EFFICIENT CARPENTER, accustomed to MINE OR QUARRY WORK. Address, with full particulars of ability, wages, and references, to Mr. EDDY, Skipton, Yorkshire.

TO COPPER SMELTERS, AND OTHERS.

THE ADVERTISER, who has been in the employ of one of the most eminent Copper Smelting Firms at Swansea for 17 years (11 of which as Smelting Agent), is OPEN to a RE-ENGAGEMENT. Has a practical knowledge of ASSAYING and REFINING. Reference is kindly permitted to late employers. Would have no objection to go abroad. Letters addressed to "A. E.," MINING JOURNAL OFFICE, 26, Fleet-street, London, will meet with attention.

ON SALE, a 50 in. cylinder PUMPING ENGINE, in good working order; also, all the PITWORK, comprising three lifts, a 12 in. and a 14 in. column. Apply to the BROUGHTON COAL COMPANY, near Wrexham.

TO SELL, OR LET ON HIRE, for cash or deferred payments, FIFTY COAL WAGONS, hopper built, with bottom and side doors, carrying seven tons. Apply to MANSTON COAL COMPANY, Leeds.

CWMOROG AND NANT-Y-BLAIDD LEAD MINES, AND OTHERS Near LLANRHAIDR, OSWESTRY.

GENTLEMEN INTENDING TO INVEST in EITHER of these MINES, should get ADVICE from a PRACTICAL MINER, who knows the district well, and has had over 30 years' experience in Mining. Address, "S.," Post Office, Llanrhaidr, Oswestry. Strictly accurate and confidential.

ZINC AND LEAD ORES.

I BUY at the HIGHEST PRICES:—

BLENDE.—CALCINED and RAW CALAMINE (carbonate or silicate). LEAD ORES.—LEAD-SILVER ORES.—SILVER ORES. ZINC AND LEAD ORES MIXED TOGETHER. SILVER LEAD in a rough state (containing antimony, &c.) SULPHATE OF LEAD, &c. I BUY any quantities, however large, contracting for as many years as desired. Particulars by letter. ARMAND FALLIZE, Ingénieur, à Liège (Belgium).

King's College, London.

DEPARTMENT OF APPLIED SCIENCES.—NEW STUDENTS will be ADMITTED on TUESDAY, October 3.

The course of study provides a system of practical education for young men who intend to engage in Engineering, Surveying, Architecture, and the higher branches of Chemical and Manufacturing Arts and Manufactures. This department has attached to it a Workshop, also Chemical, Physical, and Photographic Laboratories.

Two Exhibitions of £30 and £21 will be given at the commencement of the Michaelmas Term, by competitive examination amongst the Students matriculating at that time. The subjects of examination will be Arithmetic, Algebra, Geometry, Trigonometry, and Mathematics applied to Mechanics. For information, apply personally, or by post card, to—J. W. CUNNINGHAM, Esq., Secretary.

International Exhibition, 1871.

WIRE TRAMWAY COMPANY (LIMITED). (HODGSON'S PATENTS.) The SAMPLE LINE exhibiting has RUN TWO THOUSAND FIVE HUNDRED MILES, and delivered SEVEN THOUSAND TONS at the terminal.

21, Gresham-street, Old Jewry. M. BEALE, Secretary.

BRONFLOYD COMPANY (LIMITED).—Notice is hereby given, that all future TRANSFER of the SHARES of this company must be made as parts of £100 Stock, in accordance with the conversion specially resolved upon at the ordinary meeting held on the 26th day of October, and duly confirmed at a special meeting held on the 9th day of November, 1870.

CHARLES SMYTH VEREKER, Chairman. J. B. BALCOMBE, Managing Director. Aberystwith, 10th August, 1871.

THE CAPE COPPER MINING COMPANY (LIMITED).—Notice is hereby given, that the ORDINARY GENERAL MEETING of this company will be HELD at the Terminus Hotel, Cannon-street, in the City of London, on FRIDAY, the 25th day of August instant, at Two o'clock in the afternoon, to receive the report and accounts of the year 1870, and for general purposes.

In conformity with the Articles of Association, two directors—viz., Edmund A. Pontifex, Esq., and John Galsworthy, Esq., retire from office at the above-named meeting; but, being eligible, offer themselves for re-election. The directors regret to have to report the death of John King, Esq. Two qualified shareholders—viz., Alexander Croll, Esq., and Henry Hodgson, Esq., have given due notice of their intention to offer themselves as candidates to fill the vacancy in the board thereby occasioned.

Robert Henry, Esq., being disqualified for the post of auditor, the directors have appointed Robert Fletcher, Esq., public accountant, of No. 2, Moorgate-street, to fill the vacancy, which appointment will be submitted for confirmation. The General Meeting will have to elect two auditors for the current year, and F. W. Collard, Esq., and Robert Fletcher, Esq., being eligible, offer themselves for election. The Transfer Books will be closed from the 11th to the 25th day of August, both days inclusive.

By order of the Board, J. C. LEAYER, Secretary. 6, Queen-street-place, London, E.C., August 9, 1871.

THE YORKE PENINSULA MINING COMPANY (LIMITED).—Notice is hereby given, that the ANNUAL GENERAL MEETING of the Shareholders of the Yorke Peninsula Mining Company (Limited) will be HELD at the London Tavern, Bishop-gate-street, London, on WEDNESDAY, the 16th of August, at Twelve o'clock at noon precisely, for the purpose of transacting the usual business of the Annual General Meeting.

The Share Transfer Books will be closed from Tuesday, the 8th, until Wednesday, the 16th proximo, both days inclusive. By order of the Directors, C. GRAINGER, Secretary. 1, King's Arms-yard, Moorgate-street, London, 31st July, 1871.

EAST HAFOD MINE.

THIS MINE TO BE SOLD BY PRIVATE CONTRACT. An adit level has been driven about 340 fms., intersecting several lodes; two of these have been driven upon for short distances, and lead ore discovered. It is situated about one mile from the Devil's Bridge, Cardiganshire. Letters to be addressed to, and further information obtained from, "B. B.," MINING JOURNAL OFFICE, 26, Fleet-street.

ON SALE, a LOCOMOTIVE four-wheeled TANK ENGINE.—It is equal to new, and worked about 12 months. TO BE SOLD, CHEAP. Apply to WM. CLARK, 23, Providence-place, Roudale-road, Manchester.

CANNOCK CHASE COAL BY CANAL AND RAILWAY.

THE COMPANY SEND COAL BY RAILWAY, in trucks, TO ALL STATIONS, and LOAD CANAL BOATS at their extensive wharves on the Angley branch of the Birmingham Canal, adjoining the colliery; and also at Hednesford Basin, Cannock. ALSO SUPPLY best LAYCOCK'S GAREFIELD FOUNDRY COKE, FIRE BRICKS, and CLAY RETORTS, free on board ship, Tyne Dock, Newcastle-on-Tyne. Cannel gas coal, 15,000 feet of gas per ton. Illuminating power of gas in standard candles, 32½ candles. For prices, apply to—JOHN N. BROWN, ANGLESEY CHAMBERS, NEW STREET, BIRMINGHAM. LONDON OFFICE, 455, NEW OXFORD STREET.

THE IRON AND COAL TRADES' REVIEW: ROYAL EXCHANGE, MIDDLESBOROUGH. The IRON AND COAL TRADES' REVIEW is extensively circulated amongst the Iron Producers, Manufacturers, and Consumers, Coalowners, &c., in all the iron and coal districts. It is, therefore, one of the leading organs for advertising every description of Iron Manufactures, Machinery, New Inventions, and all matters relating to the Iron, Coal, Hardware, Engineering, and Metal Trades in general.

Offices of the Review:—Middlesborough-on-Tees (Royal Exchange); London 1, and 12, Red Lion-court, Fleet-street; Newcastle-on-Tyne (20, Grey-street).

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Aug. 4—Minera	100	£12 0 0	..... Mining Co. of Ireland.
— ditto	88	12 1 0	..... Sim, Williams, & Co.
— ditto	69	12 1 6	..... Adam Eytan.
— ditto	100	12 0 0	..... Peter Glover.
— ditto	23	12 0 0	.....
— ditto	62	12 0 0	..... Mining Co. of Ireland.
— Great Lacey	100	21 3 0	..... Sim, Williams, & Co.
7—Glogfawr	30	12 18 6	..... Walker, Parker, & Co.
— Fronchoch	90	11 5 6	..... ditto
— ditto	30	11 5 6	..... Weston, Son, & Co.
— East Darren	63	15 13 6	..... ditto
— Glogfawr	23	15 15 6	..... ditto
8—Pool Park	10	12 6 0	..... Walker, Parker, & Co.
10—Roman Gravel	125	12 0 0	..... Panther Lead Co.
— Talargoch	18	12 12 6	..... Walker, Parker, & Co.
— ditto	162	12 18 6	..... ditto
— Trelogan	40	13 1 6	..... Adam Eytan.
— Holywell Level	13	11 6 0	..... Walker, Parker, & Co.
— Gladstone	10	11 13 6	..... Adam Eytan.
— Wagstaff	18	10 15 6	..... ditto
— Clw. Miltia	16½	9 19 0	..... ditto
— Gorsedd & Celyn Level	10	12 8 0	..... ditto
— Parrys	5	12 3 6	..... Walker, Parker, & Co.
— North Henblas	8	10 19 6	..... ditto
— North Hendro	20	12 2 6	..... Adam Eytan.
— ditto	5	13 16 6	..... ditto
— Rhosmor	25	13 0 0	..... Walker, Parker, & Co.
— ditto	5½	6 16 0	..... ditto

BLENDE.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
July 12—Talacre	55	£4 11 0	..... Dillwyn and Co.
Aug. 4—Minera	50	4 9 0	..... Vivian and Sons.
— ditto	50	4 9 0	..... Dillwyn and Co.
— ditto	38	4 9 6	..... Jersey Spelter Co.
— ditto	80	4 6 6	..... Kenrick and Son.
— ditto	60	3 11 6	..... ditto
— ditto	60	3 11 6	..... Jersey Spelter Co.
5—Talargoch	130	3 15 0	..... Bagillt Company.
9—Talacre	55	4 7 6	..... ditto
11—Bog	50	3 9 0	..... Vivian and Sons.

BLACK TIN.

Date.	Mines.	Tons c. q. lb.	Price per ton.	Amount.	Purchasers.
Aug. 4—New Pembroke	9 15 25	.....	£ 789 4 5	.....
— Shelton	7 18 21	£80 15 0	640 6 9	— Tamar Smelt.
— ditto	0 12 2 19	63 5 0	40 1 4	— ditto
5—West Godolphin	2 6 0 2	81 0 0	167 6 4	— Bolitho.
8—Perran Consols	10 3 11	75 15 0	359 8 2	—
— ditto	0 10 2 20	67 5 0	38 2 8	—
9—So. Godurrow	14 18 0	20 5 0	1178 7 6	— Bolitho.

Notices to Correspondents.

*. Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

CONDENSED PEAT.—The address is required of any firm in South Wales, or elsewhere in the United Kingdom, prepared to supply condensed peat in quantity. The quotation must be f.o.b. at the shipping port, and the seller must be prepared to deliver without delay, as a few hundred tons would be required at once.—C. J. L.

WEST CHIVERTON.—Being a holder of shares in this company, I feel much aggrieved at the mismanagement, and am desirous of calling the attention of other shareholders to the great error we are making in not endeavouring to alter the present state of things in the management and expenses.—A SHAREHOLDER.

SOUTH CONDERBROW.—A correspondent sends us a lengthy communication, with elaborate calculations, to show that purchasers of shares in this mine, at present prices, will not receive a commensurate dividend at the year's end. The writer, we presume, does not intend to buy; while intending investors, we should think, if not satisfied with the knowledge they have of the property, will rather seek the judgment of some competent practical authority, than depend upon the opinions of an anonymous writer.

TRIBUTERS' ORES.—Replying to your correspondent, "D. S." (Coniston), another correspondent, "W. V." (Callington), states that the division of 10s. 6d. per unit for 5½ produce and 12s. 6d. for 5¼ produce are sold in the same parcel is a fair division, and "W. V." states that the returning charges are the same for both produces. This is not the fact. The mine agents may choose to pay the poor tributors on the assumption that the returning charges are the same on all produce, but the smelters do not charge the miners the same returning charges on 5¼ produce as on 5½ produce. Nominally, the returning charge is 2½, but this has not been charged for very many years. Mr. John Hitchens's table is calculated on a uniform returning charge of about 11. 7s. 6d., and, in fact, the smelters only average 11. or a little over. Under the present arrangement a tributary who raises poor ore always loses 5s. or 10s., and sometimes more, on every ton; and working miners should see this altered. The Editor of the *West Briton* last week admitted that the division was unfair, and every working miner will agree with him. If a smelter buys 5 produce ore he has 20 tons to smelt to get a ton of fine copper, but if he buys 10 produce he has only 10 tons to smelt, but it does not cost him twice as much to smelt one ore as the other. If tributaries raising low produce ore were paid on "Average States" they would have many pitches taken and made to yield profit to adventurers which now remain idle.—A MINER.

CURRANE.—I fancy your correspondent refers to the Currahe, in County Mayo; if so, by applying to Mr. Smyth, at the Mining Office, No. 22, Westmoreland-street, Dublin, he may obtain the information he requires.—R. S.

FIRE-CLAY.—"Enquirer" should send particulars to Mr. C. F. Collom, Bedford Foundry, Tavistock.

SAFETY-FUSE.—Can any correspondent inform me whether the metallic safety-fuse introduced some years since, and which consisted of a very thin leaden tube filled with powder, can still be purchased, and, if so, at what price per yard?—H. A.

MINERS' BATTERY.—Can any correspondent state the lowest price at which a battery suitable for firing shots through 100 yards of wire can be purchased, and how long one battery will last without requiring repairs or replenishing?—R.

THE WIRE TRAMWAY.—Having read several descriptions of this invention in the *Mining Journal*, I was much pleased to have the opportunity of inspecting it in actual work at the International Exhibition. Until last Saturday I certainly had doubts as to the applicability of the invention to mining purposes, because I feared that too much power would be required, but I observed that it worked as lightly and smoothly as could be wished. There are, I now quite understand, hundreds of places about mines where the tramway could be profitably used; in fact, I think it could often be most economically employed for moving the ore from place to place on the dressing-floor, as the tramway would be worked from the present engines, and involve no extra cost whatever. I would advise any mine agent visiting London to inspect the line at the International Exhibition.—AGENT.

WEST MARIA.—Why have the reports from this mine been discontinued?—A. H. Received.—"C. W."—A. H. "F. F."—Investigator—"Adventurer"—"R. H. O."—R. K. (Nevada)—"J. C. R." (New York)—M. J. Ryan (New York)—"S. H."—J. R. Mandeville—"J. R."—Nemo—"J. C."

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, nor through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

THE MINING JOURNAL.

Railway and Commercial Gazette.

LONDON, AUGUST 12, 1871.

OUR COAL PRODUCE.

In spite of strikes and other difficulties, the extraction of coal in the United Kingdom experienced in the 16 years ending with 1869, inclusive, a remarkable and almost unchecked progress. It may be interesting to bring out the statistics on the subject once more in bold comparative relief:—

Year.	Tons	Exports.	Home consumption.
1854	61,661,401	1862	81,638,338
1855	61,453,079	1863	82,292,215
1856	60,615,459	1864	82,757,873
1857	60,797,779	1865	82,159,287
1858	60,737,718	1866	101,630,544
1859	60,698,619	1867	104,600,480
1860	61,579,763	1868	103,141,157
1861	60,462,638	1869	107,427,557
1862	83,635,214		

It was in 1863 that Sir WILLIAM ARMSTRONG gave his memorable warning at the Newcastle meeting of the British Association for the Advancement of Science that a stern economy must be enforced in our annual demands upon our coal supplies; but it must be confessed that no great amount of practical attention has been given to the voice of the prophet, however wisely he may have prophesied. For we find that during the last eight years the extraction has been increased to the extent of 25 per cent., or upwards of 20,000,000 tons annually. The fact is, the force of circumstances has fairly drowned the voice of Sir WILLIAM ARMSTRONG. England is more of a manufacturing country now than she even was in 1863, and, as her industrial greatness appears to grow year by year, she continually needs more and more coal. The demand, of course, creates the supply, and will continue to create it until our coal resources show unmistakable signs of exhaustion. Then, when our coal supplies run out, the manufacturing power of England may come to an end also. The foreign and colonial demand for British coal is not without importance; still it occupies a subordinate place when contrasted with the home coal consumption, as will be seen by the annexed statistical illustration:—

Year.	Tons	Exports.	Home consumption.
1854	61,661,401	4,309,255	60,352,146
1855	61,453,079	4,976,912	59,476,167
1856	60,615,459	5,879,779	60,735,671
1857	60,737,718	6,737,718	58,654,969
1858	60,698,619	6,234,483	58,479,169
1859	61,579,763	7,998,949	54,972,816
1860	60,462,638	7,321,832	72,720,816
1861	83,635,214	7,855,115	75,780,099
1862	82,292,215	8,301,852	73,386,458
1863	82,757,873	8,275,212	78,117,003
1864	82,159,287	8,809,308	83,977,965
1865	101,630,544	9,170,477	89,980,110
1866	104,600,480	9,937,712	91,676,823
1867	103,141,157	10,415,778	94,084,792
1868	107,427,557	10,837,804	92,801,353
1869		10,588,425	96,839,132

These figures show, beyond all doubt, that it is the ever-increasing home consumption which is exhausting our stock of coal, and not the external demand. The difference is material, since although Great Britain may be exhausting her coal supplies she is accumulating in the process an immense capital from the profits of steam-impelled industries. Great Britain is, indeed, the capitalist of the world. Every country on the surface of the globe lays down its half-yearly offering of interest in some London banking house, and not content with this, Englishmen are engaged in industries on their own account in all parts of the world. The accumulated wealth of England is already so large that it is exploring for silver in Nevada, running railway trains in India, dabbling in land in South Africa, growing wool in Australia, ploughing the Atlantic with great steamers, and lighting Rio de Janeiro with gas. Even if our coal supplies do run short, then, 100 or 200 years hence, there seems a strong probability that even on the last ton of coal being raised from the British soil Great Britain would still remain one of the richest countries on the face of the earth. Her coal would, indeed, have been converted into gold, and the precious metal is not a bad substitute even for black diamonds. If England has achieved such marvellous material greatness in the last 50 years, what is the boundless future opening out before her in the course of the next 100? She may anglicise half the

world; and, although on the exhaustion of her coal supplies there might be a vast migration of her home population, she would not cease to influence the destinies of the human race.

THE DURATION OF THE ENGLISH COAL FIELDS.

The Report of the Commission appointed to enquire into the several matters relative to coal in the United Kingdom has just been issued, and a full epitome of it is published in the Supplement to this week's Journal. It contains a vast amount of information of the utmost possible utility and interest, and as the Commissioners decided at their first meeting to appoint committees to investigate separate subjects they have been enabled to perform their duties very completely. The subjects entrusted to the five committees were the possible depth of working, waste in combustion, waste in working, the probability of finding coal under the Permian, New Red Sandstone, and other superincumbent strata, and mineral statistics respectively. The Commissioners have had the advantage of paid assistance, and every facility seems to have been offered to them for collecting materials for their report, in the preparation of which the exertions of Mr. J. F. CAMPBELL, the secretary, appear to have been most valuable.

The investigation to determine the maximum depth to which it would be possible to work coal has not been conclusive, but the Commissioners consider, from the evidence before them, that it might fairly be assumed that a depth of at least 4000 feet might be reached. This acknowledgment must give general satisfaction; for at present we have only about two mines that have reached one-half of that depth, and from the experience gained in those it appears that the high temperature is not in many cases permanent, and is frequently much modified by accidental circumstances. In this country the temperature of the earth is constant at a depth of about 50 ft., and at that depth the temperature is 50° Fahr. The rate of increase in the coal districts is generally about 1° Fahr. for every 60 feet of depth. The heating process is most rapid at first, when the difference of temperature between the air and the strata is greatest, and gradually diminishes as the length of the passage is extended, never ceasing until complete assimilation of temperature. The air takes up the heat much more rapidly in pillar and stall working than in longwall. The absorption of heat from the strata by the circulation of the air gradually lowers the temperature of a mine.

The labours of Committee C were directed to the enquiry whether there is reason to believe that coal is wasted by bad working or by carelessness. It seems that the extension of the longwall system has diminished waste, but much is still lost by bad working and carelessness—a very considerable amount in proportion to that which is actually used. Under favourable systems of working the loss is about 10 per cent., while in a very large number of instances the ordinary waste and loss amounts to 40 per cent.

With regard to the quantity of coal in known coal fields, it is estimated that within depths not exceeding 4000 ft., and after making the necessary deductions, there are (including upwards of 130,000,000 tons in Ireland) 90,207,285,398 statute tons; while below 4000 feet there are 7,320,840,720 tons, making 97,528,126,210 tons in all, and in this estimate no consideration has been taken of any bed of coal less than 1 ft. in thickness. To this must be added a further quantity of 56,273,000,000 tons for the probable amount of coal under Permian and other overlying formations at depths of less than 4000 feet, and deducting 40 per cent. for contingencies, giving an aggregate of 146,480,000,000 tons. Estimating a gradual increase in the population, and that the consumption per head of population will attain its maximum at the end of the present century, a total consumption is shown of 146,736,000,000 tons in 360 years, so that about Christmas, 2231, we shall have to look for our supply of coal from the sub-Permian deposits, at a depth below 4000 feet. The Commissioners admit that every hypothesis must be purely speculative, but that if the present rate of increase in the consumption of coal be indefinitely continued, even in an approximate degree, the progress towards the exhaustion of our coal will be very rapid.

THE NEW MINES REGULATION BILL.

When the several conflicting interests to be affected by any given piece of legislation admit that the Bill which it is proposed to enact is, upon the whole, equitable, although it must be altered in certain parts to secure absolute perfection, it is usually safe to conclude that justice has been fairly meted out to all. In the case of the new Mines Regulation Bill the expression of satisfaction generally has been very apparent; and it has been felt by impartial observers that most of the proposed amendments, whether put forward on behalf of the masters or of the workmen, have tended rather to mar the equity of the measure than otherwise. The principle of the Bill which has been accepted and approved is settled to secure the utmost attainable immunity from danger to the workman in combination with the least possible interference with an industry, the free exercise of which is essential to the nation's welfare; and to this end especial care has been taken to leave everyone, from the coalowner to the working collier, his full share of responsibility, and to ensure adequate punishment for neglect of duty wherever it may exist; the Inspectors, therefore, are authorised only to see to the compliance with the law by those concerned, and are not permitted to take any part in the management proper of the mines. Following out the same principle, the coalowner has all the responsibility belonging to his position, but cannot relieve his officers, whether managers, underlookers, or deputies, of their responsibility, even if he be desirous of doing so. And it is this system of compelling each man to mind his own business that enables the English colliers to raise 100,000 tons of coal for each life lost, and makes the collieries of Great Britain less destructive of human life than those of Belgium, Germany, America, or of any other country on the face of the globe.

With these facts before him, Mr. C. N. DONALDSON offers (in a pamphlet just issued through Messrs. HALL and CO., of Paternoster-row) some "Suggestions to Legislators upon the Mines New Regulation Bill;" and as he boldly states that he "knows what he is writing about, and in this respect occupies a vantage ground not exactly the heritage of many M.P.'s," his pamphlet should require no further commendation to ensure its being extensively read. His propositions have already been thoroughly discussed, so that his readers may at once judge of the novelty and force of his several arguments. He seeks to prove that boys should be admitted into mines at 10 years of age; that masters should be held responsible for, and guilty of, the loss of life by explosion in mines till they prove their innocence before a coroner's jury; that coal should be got by weight and not by measure; and that a number of sub-inspectors should be appointed, with a view to secure a more efficient and complete inspection of mines. He employs the usual arguments in support of his views, and likewise enunciates some new ideas, which will not fail to attract attention. He considers that "the two years intervening between the years of 10 and 12, which was so much in dispute, will prove the most valuable part" of the boy's training, and attaches especial importance to the fact that in these two years "he masters the glossary or technical terms which are used in mining operations." He thinks, moreover, that "nothing would more effectually inspire a tone of intelligent enquiry among these pit boys than if the coal proprietor would furnish, in a convenient place at his colliery, miniature busts of the great GEORGE STEPHENSON and SIR HUMPHRY DAVY. These might either be carved in wood, sculptured in stone, or moulded in fire-clay, with their lamps by their side."

The extent to which the adoption of such an eminently practical suggestion as this would facilitate social progress, by affording encouragement to artists, and inducing a taste for the fine arts amongst those engaged in the less refined branches of industry, it is unnecessary at present to consider; although it would certainly seem that the value of the suggestion would be greatly enhanced by asking that these clever little pit boys should be taught, by properly qualified artists, to sculpture the busts in coal, or where round coal is too valuable to permit of this, perhaps, unnecessary waste, to mould them, with the aid of an agglomerating material of their own production, out of the comparatively worthless coal dust to be found in such abundance upon the pit bank. But turning from the purely suggestive portion of Mr. DONALDSON'S pamphlet, it may be mentioned that some few of his assertions are calculated to convey an erroneous

idea to those not intimately acquainted with the subject; he states, for example, that "the grave fact which makes this trade (coal mining) exceptional, when compared with others, is the immense loss of life involved in carrying out its ordinary operations;" yet in truth, taking Mr. DONALDSON'S own figures, the loss of life from colliery accidents of all kinds is but one in 360 in each year, and it would be well if he would prove that in any other branch of industry the casualties are even as few, much less fewer. The only other point in his pamphlet which need be referred to is his reference to the first general rule, which, in opposition to the opinion of all practical men, he maintains should at all times prevent accident, if complied with. This is, virtually, stating that all accidents are the result of criminal neglect, and this statement has been so frequently made and refuted that it is unnecessary to repeat the replies to it. In all matters connected with human life occasional accidents are inevitable, and, although it is in the highest degree desirable that there should be the utmost care and skill displayed in the management of collieries, it has been thoroughly demonstrated that to attempt to render the performance of impossibilities compulsory by Act of Parliament is by no means conducive to that safety to the lives and limbs of colliers which all are so desirous to secure.

NEW COLLIERY SAFETY-LAMPS.

There is no subject in connection with coal mining, more especially with regard to mines where large accumulations of gas are of constant occurrence, than that of Safety-Lamps. In nearly all those collieries where explosions have taken place of late years there have been found in the workings of them when explored after accidents one or more safety-lamps so completely broken and twisted as to lead to the inference that they were in a great measure accountable for the sacrifice of life which took place. Several ingenious devices have, therefore, been introduced for the purpose of preventing lamps being in any way tampered with by the workmen, so that the naked flame could not come in contact with an atmosphere more or less charged with gas of an inflammable character. We may say that the Stephenson, the Clanny, and similar lamps, give a by no means brilliant light, and are so made that an ordinary collier can either "pick" or open them when he likes, hence the object of scientific men has been to produce a lamp giving a better light than those at present in use, and at the same time so constructed as to prevent the possibility of its being opened or tampered with. To effect these objects Mr. TEELE, of Manchester, patented a lamp of a somewhat novel character, and which was tested in a variety of ways, in strong currents of air, in a still atmosphere, by the concussion caused by the forcible closing of a pair of doors, and in close proximity to where "shots" have been fired—perhaps one of the strongest tests that can be adopted.

The trials took place in the Oaks Colliery, near Barnsley, where it is needless to say that the greatest sacrifice of life that has taken place in any coal mine occurred rather more than four years ago. The experiments were under the supervision of Mr. MINTO, and Mr. WILSON, and Mr. BEACHER, and were witnessed by a number of the leading mining engineers in Yorkshire. One of the great peculiarities of the new lamp is that any attempt to open it puts the light out, which is simply done by un-crawling the bottom, when the flame gradually, but surely, dies out with every turn made. The other advantages claimed for the lamp of Mr. TEELE were that whilst it gave a much better light than the lamps in use, the cost of burning was not one-half when compared with the latter, owing to a volatile spirit, called colzaene, being burnt instead of oil. The testing occupied several hours, and several parts of the pit were tried. In the first instance the trial was made in an airway about 5 ft. by 5 ft. 6 in., about 150 yards from the shaft of the old pit, where the current of air was travelling at the rate of 16,000 cubic feet per minute, the thermometer registering nearly 7°. There were six lamps tried, in some of which the air passed to the flame from holes made in the bottom, and in others from the side. Those in which the holes were at the bottom gave a fair light, but rather unsteady, whilst those ventilated from the side gave an excellent and steady light. In one of the main airways through which the air to support the lives of 250 men and boys had to pass the lamps were again tested in the current as to how they would act in a concussion caused by the violent shutting of two doors. Those in which the holes were in the side went through the ordeal well, showing a very good light. Tried again in a still atmosphere the lamps gave a good and steady light. Tested about 25 yards from where a shot was fired the lamps acted most satisfactorily, for after flickering for a second on the discharge they resumed their original brilliancy.

By the report of the proceedings, which appears in the Supplement to this week's Journal, it will be seen that the opinions of the mining engineers who were present were, without exception, in favour of the new lamp. Mr. WILSON, who has given a great deal of attention to the testing of all the lamps at present used in collieries, said the invention of Mr. TEELE had given most satisfactory results. Mr. MINTO, the viewer of the Oaks, said he had used the lamp in the colliery for some time, considered it a really good one, and that it would hold its own with any lamp now being worked with. Another gentleman of vast experience, Mr. BEACHER, of Lund Hill, said the lamp with holes in the side was the lamp par excellence. Indeed, it was almost too good, for whilst it was all that could be desired in good air, when it came in contact with carbonic acid gas the light was very soon extinguished. It was impossible for it to get red-hot, and could not be abused by the men, seeing that the moment it was tampered with the light went out. The principal deputy at the Oaks, Mr. WARD, speaking from an experience of 27 years in coal mines, said the lamps which had been tested gave a better and a brighter light, which, owing to the spirit burnt, made no "crossover," and there was no diminution whatever until the spirit was exhausted. It was further stated that the question was not one so much of giving the miner a better light whilst at work, and giving him a greater amount of safety.

Mr. BEAUMONT said the patent lamp burning colzaene gave a better light than the oil lamp, with more safety, whilst the gauze could not be made dirty, as was the case of the oil getting on those generally worked with. Mr. PATTERSON, viewer at Denaby Main, the deepest colliery in Yorkshire, considered the lamp of Mr. TEELE not only safer but more economical than the Stephenson. Several other gentlemen, including Mr. MILLER, Mr. J. O. CARR, Mr. T. D. DRUMMOND, and Mr. LAWRENCE, also spoke in favour of the new lamp.

With the advantages we have enumerated, and the testimony borne to the value of the patent lamp by the viewers of one of the most fiery mining districts in the kingdom, we have great pleasure in giving prominence to an invention which promises to be of considerable benefit to the collier, by giving him increased light in his dark and subterranean working place, and ensuring him increased safety of life whilst following his monotonous, cheerless, and dangerous employment.

PREVENTION OF ACCIDENTS FROM OVER-WINDING.

An important case relating to an infringement of patent has just been heard before Lord Chief Baron Kelly, at the Salford Assizes; it was an action by Mr. Ormerod, of Atherton, near Manchester, against Mr. John King, of Pinxton, near Nottingham, to recover compensation for infringement of patent, the result being a verdict for Mr. Ormerod, with 40s. damages, leave being reserved to the defendant to enter a nonsuit if the Court to which the whole question should be referred be in Mr. King's favour. It is, perhaps, worthy of mention in connection with the case that illustrated descriptions (the illustrations being from a small brass model, forwarded to us by Mr. Ormerod, and from a drawing supplied by Mr. King respectively) of the inventions of both plaintiff and defendant were published in the same number of the *Mining Journal* (that of April 25, 1868), and from these descriptions it is obvious that at that time Mr. King regarded the invention covered by his own patent as useful and valuable, evincing no intention of adopting Ormerod's catch, and describing a distinctly different arrangement. Whether Mr. Ormerod's patent was for a novelty, which would give him legal rights against Mr. King, is a question which it seems to be settled by a court of law, but it is an important fact that Mr. King's patent contains nothing whatever that would justify him in receiving royalty for the use of a disengaging catch similar to that of Mr. Ormerod, and any who have paid royalty to Mr. King for using a disengaging catch, which itself supports the detached cage in case of over-winding, would be entitled to recover any royalty so paid.

With regard to the mode of releasing the shackle from the body of the hook, all disengaging hooks, whether designed previously or subsequently to Mr. Ormerod's, are necessarily similar in principle, and slotted plates have very generally been used in preference to simple hooks, because it is so much easier to obtain a good purchase for releasing the shackle; for it must be understood that it is essential that that it should be made impossible for the shackle to escape whilst the load is being drawn, or the remedy would be worse than the disease; it is remarkable, therefore, that so able an authority as Lord Chief Baron Kelly should regard as essential to a verdict for Mr. Ormerod (and that neither Mr. Ormerod nor his advisers should have attempted to point out the fallacy) that "the combinations of 'curved slots and vertical slots in plates and links,' described in the plaintiff's specification, were not identical with the same portion of Mr. Biram's apparatus."

Now, it is not necessary to discuss the relative merits of the inventions described in the specifications of Ormerod and King respectively, and probably quite as many would be in favour of the use of an independent catch for preventing the fall of the cage after the detaching of the winding-rope; but we think it must be acknowledged that Ormerod's was the first apparatus of which the cage was supported in the manner described by a disengaging catch formed of slotted plates similar to those used by Biram, Aytoun, and others for disengaging only. The progress of the case will, doubtless, be watched with interest by all who are concerned in patents.

GOVERNMENT PROSECUTION OF A WELSH COLLIERY PROPRIETOR.—At the Flint Borough Sessions, on Monday, Mr. Peter Higon, Her Majesty's Inspector of Mines, preferred two complaints against Mr. David Jones, the owner of the well-known Wern Colliery, situated at Bagillt, for breaches of the general rules prescribed to be observed by the owner or agent of every colliery. Mr. Maskell Peace, solicitor, Wigan, prosecuted on behalf of the Government; Mr. Jones was defended, his managing clerk stating that they pleaded guilty to the charges. The first case entered into was that defendant "did neglect one of the general rules then duly established for, and to be observed in, the Wern Colliery, by the said David Jones, the owner thereof, to wit, by then and there not causing an

VISIT OF THE EMPEROR AND EMPRESS OF BRAZIL TO MESSRS. BRIGGS AND CO.'S COLLIERIES IN YORKSHIRE.—The Emperor and Empress of Brazil, and a portion of their retinue, visited the extensive colliery works of Messrs. Briggs, Son, and Company (Limited), at Whitwood and Nornanton Common, near Wakefield, on Monday. On the arrival of the train at the Haigh Moor pit, one of Messrs. Briggs's collieries, it was brought to a stand, and the two saloon carriages were detached. They were occupied by the Emperor and Empress, who were accompanied by Donna Josephine de Costa, Conde de Valle da Gama, and Baron de Bom Retiro. The retinue proceeded by the train to Sheffield. The Royal party were met by Lord and Lady Houghton, Mr. and Mrs. Schibber, Mr. and Mrs. Howard, Mr. and Mrs. Briggs, and a select party of ladies and gentlemen, including Mr. Johnson, the general manager, and Mr. and Mrs. Houghton. Large crowds assembled at the various places visited during the afternoon, but inquisitive and obtrusive people were kept in order by the West Riding police, under the command of Superintendent Hall, deputy chief constable. The company's works, it may be stated, are carried on under the system of industrial partnership. They have four collieries, employ about 1000 men and boys, pay about 67,000*l.* a year in wages, and send out an average of 600 tons of coal per day. The value of the colliery, stock, and plant is 111,763*l.*, and the amount of paid-up capital is 104,716*l.* The company has also some very extensive brickworks, and articles of great value, including the great amount of sales of coal and bricks has been 172,484*l.*; and the net balance of profit and loss account for the year (after deducting allowance for bad and doubtful debts, and interest on debentures) is 13,321*l.*, or 11 2-3 per cent. for the shareholders. Three of the company's locomotive engines, brought into use, had been decorated with evergreens and flowers; one is called "Comte de Paris," and another "Richo," the names of two former distinguished visitors to the collieries, which are also been inspected by Viscount Pöllington, Mr. T. Hughes, M.P., &c. The two saloon carriages having been coupled to the "Comte de Paris," the "Elcho" having moved off in advance as pilot, and the other engine, "The Emperor," having been placed in the rear, the train started for the Nornanton Common Deep Hope pit. The train, which was working from place to place at intervals or upwards of two hours, was in charge of Inspector Falconer, of York; Mr. Colliery, locomotive inspector, Nornanton; and Mr. Shepherd, station master at Castlesford. The party were escorted round the works by Mr. Robson, the engineer, and one of the directors of the company; and Mr. Bruton, the viewer,

On reaching the Good Hope pit the Emperor and Empress, their attendants, and several other persons, descended the workings, where everything was going on as usual. There are about 300 men and boys engaged in the pit, which is 77 yards deep; a portion of it is lighted with gas, and the coal is got on the most improved principles, about 500 tons being engaged in drawing it to the bottom of the shaft. After spending about an hour in the workings, the royal party placed their names in the diary, examined a number of rare fossils in an underground office, and then ascended and took off their "pit apparel."

Before returning to the saloon-carriages the Royal party were shown several specimens of patent steel-topped iron rails—one of which was twisted like a stick of barley-sugar—manufactured by Messrs. Thompson and Co., of the Rillway Foundry Ironworks, Normanton. Mr. Griffiths and Mr. Springthorpe, two of Messrs. Thompson's managers, explained the superior qualities of the rails, and the Emperor appeared much interested with what was stated. The party then returned to the train, and were quickly run down to Loscoe, where a new colliery on an extensive scale is just being started, and where the company's extensive brickworks are situated. At the time of the visit a party of men were engaged blasting in the shaft. Two shots were fired whilst the Royal party were on the premises, and water was being pumped up at the rate of 300 gallons per minute. Before leaving the place the Emperor named the pit "Don Pedro," the christening being followed by several hearty cheers. The brickworks were next visited. At present the company have in use two of the patent brick-making machines manufactured by Messrs. Fawcett and Shackleton, Leeds, a large clay-grinding mill, and one of Hoffman's patent brick-kilns, capable of burning 24,000 bricks at once. With these they are in a position to make 10,000 bricks per day, but could make additions and improvements are now going on, a 20-horse engine, a large clay-grinding mill, and two more brick-making machines being in course of erection. Mr. Fawcett explained the working of the machinery to his Imperial Majesty and his attendants, the Emperor remaining in one of the saloon-carriages. Once more the Royal party returned to the train, and this time they were conveyed to Speedwell, where the company have their works. The Emperor visited the smith's shop, wagon shed, and other places, and then inspected a plan of the workings in Mr. Bruston's office. About eleven o'clock a select party sat down to a cold collation in the colliery school-room. The building had been most beautifully and tastefully decorated with ferns and flowers by Mr. Archibald Briggs, gardener, and the luncheon was served by Mr. Wood, Commercial-street, Leeds.

REPORT FROM THE NORTH OF ENGLAND.

Aug. 10.—The Cleveland Pig-Iron market is still further strengthened this week by the publication of the Ironmasters' return for last month, showing the make, deliveries, and stocks. The total make of pig-iron during the month is stated to have been 158,126 tons, against 155,912 tons in June. The increase in make in July, 1871, upon July, 1870, was 12,095 tons. Shipments to foreign ports from Middlesbrough were 32,737 tons, against 19,388 tons during July last year. Shipments coastwise from the port of Middlesbrough were 20,300, whilst in July, 1870, they were 18,450 tons, so that the increase in the deliveries of pig-iron from the port of Middlesbrough last month was 15,330 tons in excess of the corresponding month of 1870. Notwithstanding the large make, masters' stocks show a decrease of 7700 tons on July 31 upon the close of the previous month. The quantity of pig-iron now in the hands of masters is 91,86 tons—a comparatively small stock—whilst the deposit in the railway company's warehouse is now only 7889 tons. There is no iron put into this store now. During last month 340 tons were taken out. There are 127 furnaces in the Cleveland district, 121 of which are in full blast, and six out. In addition to those in blast, there are 12 in course of erection, some of which will be ready in a very short time. Prices of pig-iron on "Change," on Tuesday, were very firm, at last week's quotations, and with the heavy demand there is it is believed in many quarters the rates will soon be much higher than they are at present. Makers are much pressed for delivery in some instances, and a good deal of trouble is experienced in obtaining ship room for the iron for continental delivery. Ironfounders are well off for work. In the rail trade there is a steady demand for material, and a few orders are expected for autumn work. Makers are generally fairly off for orders for present execution. The excessive heat of the past two or three days has interfered to a considerable extent with the regular working of the forges and mills, the heat being so intense that the men have not been able to remain before the fire; they have, however, we understand, worked as well as could be expected. For plate iron enquiry is steady, particularly for shipbuilding purposes. Engineering houses on the Tees and Wear are well off for work.

We announced some time ago the intention of the York City and County Banking Company to open a branch in Middlesbrough. This they did on Tuesday, under the management of Mr. Edward Kirby, who has had charge of the Wharf branch. Their premises are in the Royal Exchange, at the north-west corner of the building.

A large new iron dredger, built and engaged by Messrs. W. Simons and Co., was on Saturday launched from the London Works, Renfrew. It is the property of the River Tees Conservancy, Stockton, and has been constructed to the order of Mr. Fowler, their engineer. It is 140 ft. long over all, 25 ft. broad, and 20 ft. high; is designed with double bucket-grinders, so as to have the properties of two dredgers in one hull. It is fitted with every improvement introduced by the builders, and all its movements, whether hoisting, lowering, dredging, going ahead, astern, or sideways, are executed or controlled by steam power, and its massive proportions may be judged by the fact that in its construction are over 10,000 pieces of iron, brass, and steel, each different from the other. With such a tool it is evident no British engineer need hesitate to cut a ship route at Darlen or Ceylon, or remove any obstructions at present impeding navigation.

REPORT FROM SCOTLAND.

Aug. 9.—There has been very little change in the Scotch Pig-Iron Market since our last weekly report. An ordinary amount of business has been done—about 61s. cash, and 61s. 3d. and 61s. 4d. one month, but yesterday the price receded to 60s. 6d. cash, and closed at 60s. 10d. To-day we opened with a firmer feeling at 61s. cash and 61s. 3d. one month, and improved in price 61s. 3d. cash and 61s. 7d. one month being paid, closing sellers at these prices, buyers offering 1½d. per ton lower. The shipments have not been quite so large as usual this week, but will likely improve again with the next return. Shipping iron continues very firm, with little change to report in prices:—

	No. 1.	No. 2.
G. M. brands at Glasgow (deliverable alongside).....	61s. 0d.	60s. 0d.
Gartsherrrie ditto.....	60 0	61 0
Coltness ditto.....	60 0	62 0
Summerlee ditto.....	60 0	61 0
Langloan ditto.....	61 0	61 0
Canabrook ditto.....	62 0	61 0
At Port Dundas.....	63 0	60 0
Calder ditto.....	64 0	60 0
Glenarnock at Ardrossan.....	65 0	60 0
Dalmellington ditto.....	60 0	59 0
Eglington ditto.....	61 0	60 0
Carron at Grangemouth.....	57 6	—
Carron ditto (selected).....	62 6	—
Shotts ditto.....	64 6	60 0
Kinnell at Boness.....	62 6	57 6
G. M. brands at Middlesbrough.....	63 0	50 0
Rail iron.....	£7 15 0	£8 0 0
Nail rods.....	8 0 0	—

For the week ending Aug. 5, 1871.....Tons 15,597
Aug. 6, 1870.....10,940

Increase.....4,657
Total increase since December 25, 1870.....105,697

The state of the Finished Iron Trade is as much concealed as possible, neither buyers nor sellers caring about giving very full information. But, so far as we can get into the secret, buyers have orders they are unwilling to place at present prices, and are holding back, whilst makers are rather getting through with what they have on hand, and would like to add to their order-books. Plates and all other kinds of malleable iron are, as a consequence, rather easier to buy than they were a fortnight ago, but prices have not been quotably altered. Nor is there now, with perhaps an exception, any present pressure with orders, makers being quite up to time, and open for further engagements. On the other hand, it is known that there are orders to be given out if only prices would relax, and an opportunity be offered of getting them placed at the old prices. There has been considerable business done in miscellaneous bars and hoops, and a little in galvanised hoops and hollow-ware since last week. A contract for a few thousand tons of tramway iron for Edinburgh is reported placed by Whitwell and Co., Stockton. A good deal of iron is being consumed in dredging plant for the Governments of Brazil and Ecuador, which is being manufactured on the Clyde. The price of labour is not yet satisfactorily settled, and is causing some anxiety. The brassfounders in Dundee have had to give their artisans their own way, and are now compelled to pay them for 54 hours' work the same wages as they formerly paid for 60.

The Coal Market is firm, with a full average demand, and a rather heavy home consumption for manufacturing purposes. Engagements for the delivery of gas coal during the winter months is being entered into, and good qualities are bringing a slight advance. The shipments for the week, foreign and coastwise, amounted to 39,007 tons, against the smaller total of 34,310 tons in the corresponding week of 1870. The miners at Jordonhill, who came out last week on strike for an advance of 6d. a-day, at a meeting held yesterday, and at the advice of Mr. McDonald, resolved to demand an advance of 1s. a-day, and to remain out till their object was attained, the men in the Maryhill district supporting them on strike while it lasted. Some of the employers promised the 6d. a-day in three months, others refused to entertain the application at all. In the Johnstone district the masters have declined to concede any advance in the meantime. The high level line of railway at Coatbridge has been opened for

mineral and passenger traffic, and although exceedingly short will cost about 50,000l. It will be of great commercial advantage to the neighbourhood, and gives off branches or sidings to the principal malleable ironworks and foundries situated around Coatbridge.

An additional 30 miles of railway is projected between Girvan and Portpatrick, which will bring Belfast within 5½ hours' distance of Glasgow, only 2½ of which will be by sea. One-fifth of the capital (25,000l.) has been taken up in laying the line, and the contractors are to pay 65 per cent. on the subscribed capital during construction.

The North British Railway Company have agreed with the Forth and Clyde Company to manage and work their line for a long term of years, on terms which are reported beneficial to both.

The Clyde shipbuilders have launched, during the last month, 11 vessels of various tonnages and rigs, and are laying new keels on the vacant berths. We may also notice the launch of a new dredger for Stockton, to be used by the Tees Conservancy Company; and a large screw of 20 tons for the China trade, via London and Suez. The last builder has three other vessels in hand for the same trade. Contracts are reported as having been completed for two steamers of 2000 tons each for the Peninsular and Oriental Company, and several steamers of 1000 tons for a French company, to be employed in the African and Mediterranean trades. These are sufficient and conclusive replies to statements in the *New York Shipping List* of July 12, on the authority of "a gentleman," presently in-petor in one of the building yards on the Clyde, to the effect that in consequence of the dearth of material, the frequent conflicts between masters and workmen, and other causes, several of the Clyde shipbuilders are going to the wall, and that with American materials and American mechanics the New World can far outstrip the United Kingdom in the building of cheaper, more durable, and better vessels. The Clyde shipbuilders are puzzled to know who the "gentleman" is who sent such nonsense to the *List*, and they are equally at a loss to account for the gullibility of the editor who could present such statements to his readers as facts. *In hoc signo vinces.*

A NEW SAFETY-LAMP.—Since the time when Sir Humphry Davy, George Stephenson, and Dr. Clanny turned their attention to the prevention of fire-damp explosion in fiery coal mines by the use of safety-lamps, there have been numerous attempts to improve upon the inventions of those eminent men. Many of the efforts at improvement have had for their object the rendering of the lamp more entitled to the term "safety." Some inventors have aimed at producing lamps with such a secure locking apparatus that no miner could with impunity tamper with them; and others have directed their attention almost exclusively to increasing the amount of available light without interfering with the "safety" character of the instrument; but so far as illumination power in combination with safety is concerned, we are not aware of any really marked improvement having been made till now. One has at last been made, and we now proceed to give our readers a short description of it. The inventor and patentee of the lamp is Mr. RICHARD BROWN, of the Shotts Iron Company, Glasgow, and the invention consists principally in a mode of combining a suitable lens and reflector with the ordinary wire-gauze casing or shell of such lamps. The lens is simply a plano-convex one, and it is fitted into the lower portion of the protecting shell of wire-gauze—this lower portion of the shell being about 2½ inches in diameter, while the upper portion or chimney is only about 1½ inch in diameter. In the edge of the lens there is a groove which is formed in the process of moulding, and by means of which it is securely held in its place. The lens is encircled by a projecting shell formed of tin-plate, about three-quarters of an inch in breadth, and forming a part of a conical cone, and by its inner edge this tin-plate shell is fitted into the groove which encircles the edge of the lens—a strip of India-rubber being interposed between the two materials, the glass and the tin-plate. Instead of the lower and larger portion of the protecting wire-gauze casing being completely cylindrical, it is produced or carried forward for a short distance; in other words, there is a short lateral extension, which is circular, and this extension is securely fastened by its anterior edge into the tin-plate shell, where the latter grasps the periphery of the lens. These three parts—the lens, the encircling tin-plate shell, and the lateral extension of the wire-gauze casing—are firmly secured together by means of one or more wires, and whilst the use of any solder. Great care is taken that no apertures are left that are any larger than the meshes in the wire-gauze. It will thus be seen that the circular aperture formed in the lower part of the lamp is closed in front by a transparent body which, from its plano-convex form, concentrates the light upon the object or surface which it is desired to illuminate. As nearly as may be the centre of the lens is fixed directly opposite the centre of the flame of the lamp, and nothing interferes with the passage of the light to the lens. Within the wire-gauze, and on the same level as the flame and lens, and directly opposite to the latter, there is placed a metallic reflector for collecting and throwing forward as many of the rays of light as possible. The writer put the lamp to certain practical tests in a going colliery, into which he was accompanied by the underground manager and a working collier. For the purposes of comparison, three lamps were used—a "Davy," a "Clanny," and Brown's Improved Lamp. They were all carefully trimmed, and, as nearly as possible, the flames were made of the same size. The new lamp was first put to the test. It was found quite possible at a distance of 24 yards from the lamp in one of the levels of the colliery to read the leading article of a newspaper, which the manager of the colliery took out of his pocket to serve as a test. When the "Clanny" lamp was on its trial, the distance between the lamp and the newspaper had to be reduced 2½ feet, so that the article could be read with the same degree of facility; and to do the same work with the Davy lamp, the last-named distance had to be reduced one-half, or to 15 inches. A further test of the illuminating power of the new lamp was to observe the distance at which a portion of the printed surface of the same newspaper, about 6 in. square, could be seen from the lamp. The collier held it up vertically at a height of 3 or 4 feet, and it was seen by the writer and the colliery manager at a distance of 64 feet away; while with either of the other lamps it remained totally invisible. At the same distance, by using the improved lamp, a sufficient amount of light was obtained to enable a person to see the face of his neighbour, the buttons upon his pit-clothes, or to enable him to drive nails into the timbering, and fix up brattice-cloth, &c.; while neither of the other lamps were of the remotest use under the same circumstances.

THE MANUFACTURING INDUSTRY OF SCOTLAND.

THE MEADOWSIDE IRON SHIPBUILDING WORKS.—The firm of Messrs. Tod and Macgregor deserve honourable mention for their unwearied and enterprising efforts to improve the safety, comfort, and speed of ocean-going steamers. When the history of marine architecture, in its many phases, shall come to be written, their names are likely to be quoted, along with those of Messrs. R. Napier and Sons, whom they preceded by several years, as the pioneers of that industry on the Clyde. One of the first to realise the advantages of iron over wooden steamers, Messrs. Tod and Macgregor did not hesitate to lend the whole of their resources to the solution of the problem of how far iron ships could be depended upon. Their first venture was the Royal Sovereign, which traded between Glasgow and Liverpool. The Royal George and the Princess Royal soon followed, and at the time the latter vessel was built—in 1841—she was renowned as the fastest steamer afloat. Another edition of the Princess Royal was subsequently built, and the superiority of iron ships, which the experience of the builders could suggest, and it is worthy of record that her great speed enabled her successfully to run the blockade of the southern ports during the American war. The Princess Royal is now chartered for special service between Marseilles and Liverpool. After having successfully vindicated the merits of iron over timber ships, Messrs. Tod and Macgregor turned their attention to best means of propulsion. Screw steamers were, at that period, few and far between. Having satisfied their own minds that screw steamers were the best, Messrs. Tod and Macgregor built on speculation the City of Glasgow, and put her on the Glasgow and New York trade. She had only made a few trials across the Atlantic when the Inman Company was formed, and negotiated her purchase. So pleased was this company with their investment that they arranged with the builders of the City of Glasgow for four other vessels—namely, the City of Manchester, the City of Washington, the City of Baltimore, and the City of Philadelphia—all ranging from 2000 to 2400 tons; and thus was laid the foundation of that splendid fleet of Transatlantic steamers which are probably, at the present day, without rival. The priority of the foregoing explanation is given to our readers that out of the 24 vessels now owned by Inman's Company, no less than 20 have been supplied by Messrs. Tod and Macgregor; and the latter firm have now other two "Cities" on hand, which for tonnage, size, and splendour of appointments, will eclipse all their former productions. Of the more notable Inman's liners built by this firm, we may further mention the City of Paris, which, in a race across the Atlantic, beat the Cunard liner, *Russia*, by about 25 minutes; the City of New York, which was wrecked at the entrance to Cork Harbour, and defied all the efforts of her owners, the *Fair Zafar*, and the *Fair Rabane* taxed in their construction all the ornamental resources of the shipbuilders' art. The *Fair Zafar* was built entirely of steel, and both steamers were noted for their light draught, great speed, and sumptuous accommodation. They have also built several vessels for the Peninsular and Oriental Company; and when we add that Messrs. Tod and Macgregor have built four of the finest vessels in the Anchor fleet, including the *Caledonia*, the *Britannia*, and the *United Kingdom*, we have said enough to show that the reputation of the firm could not stand much higher.

THE SHIPBUILDING YARD.—The first shipbuilding yard owned by Messrs. Tod and Macgregor was situated at Kingston, on the south bank of the Clyde, and more than a mile nearer the city than their present establishment. Consequently, however, upon the expansion of the shipping trade, and the necessity for increased harbour accommodation, they were compelled some 18 years ago, to remove to their present premises. At that time their new yard was the farthest down of all the shipbuilding yards above Dumbarton. Since then other firms have been compelled in turn to shift their quarters, until now the banks of the Clyde are lined with shipbuilding yards, which vie with one another in the extent of their proportions and possession of all the latest and most economical improvements and appliances. The Meadows side shipbuilding yard covers an area of about 19 acres. The first block of buildings arrived at on entering the yard proper measures 130 feet in length by 32 feet in breadth, and is two storey in height. It comprises an engineers' fitting shop 90 ft. long

by the entire width of the building; smiths', joiners', and other stores on the ground floor; while above there is ample accommodation for tin-smiths, polishers, painters, and numerous other auxiliaries. Parallel with this block there is another building, measuring 116 feet by 140 feet, and containing blocks for setting frames, together with boards for drawing them out at length. These boards are of very large dimensions. There are two furnaces of the plates, one for angle iron and another for plates; rollers, for smoothing and bending the plates, and a number of smiths' fires. In the yard, alongside the shop, there may be seen a very ingenious machine, made by T. Stranks, of Johnstone, and known as a double-acting angle iron cutting and punching machine. It has a special engine attached, and we are informed that it is quite a novelty in its way, only two or three machines of the same kind having yet been made. Convenient to the stocks, where the vessels are erected, there is another shed, containing two sets of rollers, the one 2 ft. and the other 16 ft. long, together with several punching, shearing, and other machines for the manipulation of the plates. In the ironbuilder's shed (we speak by the card) there are four planing machines, two sets of rollers, six punching machines, and several small appliances. At the western boundary of the shed there is an engine of 50-horse power for driving the machinery, and connected with it there are two boilers, so constructed that, in the event of anything going wrong with one, the other is sufficient to supply its place. Of the planing machines, one is 11, another is 14, and a third is 18 ft. Most of the machinery in this department is of recent construction, and all the recent improvements have been carefully studied and carried out. There are other buildings, comprising joiners' shops, and a sawmill at the western extremity of the yard, but it is in contemplation to remove these, so as to afford additional room for the laying down of new vessels. For this purpose, a piece of ground extending to 20,000 square yards has just been added; and the erection of new premises to take the place of the present joiners' shops, sawmill, &c., has already been commenced, at the upper end of the yard. These premises will be quite unique of their kind. Their dimensions will be 200 ft. in length by 52 ft. in breadth. The joiners' shops and sawmill will be fitted up in the most approved style, with new tools and machinery. In the upper part of the building there will be a drawing loft, extending the entire length of 200 ft. in width. When finished, this new addition to the works will present a very light and handsome appearance. It is built entirely of iron and wood, the roof being covered with slates, and supported on joists of angle iron. It is intended to bring a line of rails round the entire yard, and a branch line will come through this new building, thus affording easy facilities for the removal and reception of timber. A lattice girder crane, with a span of 60 ft., has been erected outside, parallel with the new shed, and will lift all the materials brought in or taken out by the railway. This crane travels a distance of 270 feet, and can lift upwards of 5 tons. By the addition now made to their yard, Messrs. Tod and Macgregor will be able to have six vessels on the stocks at the same time, varying from 500 to 120 ft. in length. Hitherto they have been unable to put down more than four vessels together.

THE GRAVING DOCK.—Messrs. Tod and Macgregor are the owners of the only graving dock on the Clyde above Greenock. It was constructed at a cost of 124,000l., and measures 500 ft. long within the gates, 56 ft. wide at the entrance, while the depth at ordinary spring tides is 18 ft. The opening of this dock in February, 1858, was celebrated by an imposing ceremonial, and the advantages which it has conferred on Clyde shipbuilders and owners, who formerly required to go to Liverpool and other ports to have the hulls of their vessels refitted, can hardly be over-estimated. At half-tide and under vessels of ordinary size can be admitted, while ships of the largest size can be introduced at full tide. When the gates are shut the water is ejected into the Clyde in a very short time by a powerful pumping apparatus, thus allowing of a thorough examination of every part of a vessel. As a rule, it takes three hours to pump out the water after vessels are docked. The pumping apparatus is capable of lifting a foot of water at a time. The engine and boiler house along-side the dock measures 70 feet by 40 feet, and here and there alongside the dock there are a number of cranes and other appliances used in the repair and examination of vessels. Quay accommodation can be afforded for seven large-sized vessels at a time. It is no unusual thing for a vessel to lie here for a month or longer, while the necessary joiner and engineering work is being done; and a great many vessels are brought in to have their hulls painted. Alongside the dock there are a number of workshops, comprising a spar shed, a boat building shed, and smiths' shops, with all necessary tools and appliances. The smithy contains several smiths' hammers, a smelting furnace, and 36 fires. It is a recent erection, and is fitted up in the most approved style. The smiths' finishing shop, in addition to a lot of machinery of the ordinary kind, contains a small engine of 15-horse power, which drives the fan for the smithy, and several other machines. At the south end of this block there is a large store, and an office for the clerk of the works. Immediately above there is a riggers' loft and a joiners' shop. There is likewise a large store for blocks and sails. The total length of these premises is 300 ft. by an average width of 80 ft. The offices of the firm stand alone midway between the graving dock and the yard. They communicate by telegraph with the engineering and boiler works on Anderson Quay, and contain an electric clock, which is regulated by the Exchange. We should not omit to mention that, in addition to the graving dock, and some distance beyond it on the east, there is a slip capable of taking up vessels of 1500 tons and of 500 ft. in length.

SULPHUR IN COAL AND COKE.—At the British Association, Mr. F. Grace Calvert, F.R.S., read a paper "On the Estimation of Sulphur in Coal and Coke." He stated that the sulphur found in coal and coke often existed in two states, partly as sulphuric acid combined with lime, and partly as sulphur combined with iron. The sulphuric acid combined with lime did not injure the quality of the iron produced in blast, as it remained in combination with the calcined; while the portion existing as sulphuretted of iron greatly deteriorated its commercial value. To determine the quantity of sulphur in the former state, Mr. Calvert proposed to boil the pulverised coal or coke with a solution of carbonate of soda, which decomposed the sulphate of lime, or sulphuretted of calcined. The importance of his process was, he said, shown by the fact that by the old process coals having a certain amount of sulphate of iron would have been condemned as unsuitable for use in the blast-furnace, while they were really good coals for the purpose. In the residue from the above operation was found the sulphuretted of iron. This he proposed to attack with oxydising *aqua regia*, and thereafter with carbonate of soda, and heat it to near the fusing point. By this means, he said, there could be no formation of an insoluble sub-sulphate of iron, and the prevention of precipitation by a salt of baryta, which occurred in a liquor containing free nitric acid, would be avoided.

A NEW STEAM-GAUGE.—At the British Association Prof. Ch. V. Zenger read a paper "On a New Steam-Gauge." The gauge was intended to avoid the defects of common air-gauges, which have hitherto prevented the employment of the air-manometer, and at the same time to be more accurate and unalterable in its working than the spring gauges used commonly for steam-boilers. Having remarked upon the deficiencies in the common air-manometer, the professor said the new steam-gauge possesses the same degree of accuracy at all pressures, and even enables us to make the accuracy of reading greater at high pressures. The rupture of the narrow column of mercury in the common manometer, consequent upon the sudden shutting off or turning on of the steam, is also avoided by the use of two closed vessels, communicating with each other only by very narrow capillary tubes. The capillary depression of the smaller column of mercury enclosed in the glass tube of the common air-manometer is also avoided. The apparatus has been at work for 18 months in Austria, and is found sturdier and more correct than the standard spring and piston manometers, and the pressure is the same.

FURNACES.—The invention of Messrs. N. JARNE, W. MILLER, and W. CALDERWOOD, Glasgow, consists in so constructing the furnace brick the flues leading from the furnace as to compel the fire-gases to traverse more closely in contact with the surface of the boiler, evaporating vessel, or still, so that they do in existing arrangements. An ordinary steam-boiler with an internal furnace arranged with the bridge at the back of the furnace is shaped exactly so as to leave a narrow crescent-shaped space only under the top of the flue for the fire-gases to pass over; and instead of the flue space dropping immediately behind the bridge, the bottom of the flue is contrived at the height, or nearly so, of the top of the bridge along to the back end of the boiler.

PRESERVED COAL.—The invention of Mr. H. W. WOOD, of Black weir, U.S., consists in preparing and preserving coal by drying and heating it, and mixing and thoroughly amalgamating it when hot and dry either with pitch or analogous material, and employing apparatus containing a hollow heating cylinder, which is heated internally by placing a furnace at one end thereof, the flame and hot air from which pass through the cylinder. The heating cylinder or cylinders must be provided with dampers wherever necessary to regulate the draught according to varying conditions of coal. The cylinder is also furnished externally with a number of shelves, and is made to rotate horizontally or nearly so; it is also enclosed in a casing to keep in the dust and to receive a suitable hopper, hot coal. Coal is supplied to the shelves of the cylinder from a suitable agitator, and, after having been thoroughly dried, is heated, is disengaged, either intermittently or continuously, into a receiver placed horizontally, vertically, or in an inclined position; in this receiver there is added to every regulated quantity of dry hot coal its proper proportion of powdered pitch or other similar or suitable material or materials. The receiver is kept hot by the flame and hot air either from or to the cylinder, being made to pass through an outer casing or jacket, and the receiver is furnished with a revolving screw shaft which stirs up and propels forward the mixed materials to the top of a horizontal amalgamating and finishing mixer, which effects a very perfect and thorough amalgamation of the materials.

HOLLOWAY'S PILLS.—COUNSEL AND COMFORT.—A disordered stomach shows the whole system out of gear, and renders us unfit both for work and amusement. A few doses of these strengthening and purifying pills, taken according to the accompanying directions, will, however, speedily re-establish order, and re-enable the stomach to digest its food without difficulty. These excellent pills are suitable alike for the poor as the peasant, the soldier and the sailor, and particularly for home and foreign colonists. Holloway's pills are very useful in checking feverish attacks, bilious complaints, and inflammations. They have also made the most signal cures in cases of dropsy and disease of the kidneys, heart, and lungs, when the sufferers seemed past the aid of medicine.

GLAMORGANSHIRE.

PENCLAWDD COLLIERY, near SWANSEA.

THIS COLLIERY consists of an 80 fm. pit upon the Rock Vein, with an incline to and shipping places upon the Barry River, and TWO WINDING ENGINES.

The Penclawdd Railway, now worked by the London and North-Western Company, terminates at the foot of the incline, and affords communication by rail with all parts of the country.

The site forms the key of a large district of bituminous coal (including five veins), for the most part unworked, the existing leases of which will terminate on the 29th September next, and may doubtless be readily renewed.

The proprietor is prepared to lease from the 29th September next the pit, incline, and dock, which are of freehold tenure, with, if required, additional land, and adapted for the plate or other works, and to sell the engines and machinery as they now stand, leaving the purchaser to arrange with the adjoining landowners for such portions of the coal as he may desire to work.

For further particulars, apply to B. BENSON, Esq., Falmouth, Swansea; and to Messrs. STRICK and BELLINGHAM, Solicitors, Swansea.

FIRE-CLAY.

TO BE DISPOSED OF, the LEASE of a SETT, containing an INEXHAUSTIBLE BED of FIRE-CLAY of the finest quality, within about half a mile of shipment for vessels of 300 tons burthen.

Application to be made to Mr. CHAS. COLLOM, Bedford Foundry, Tavistock.

WEST OF ALLT-Y-CRIB.

PENYBONT LEAD SILVER MINE.—There are SEVERAL RICH LODES and LEAD discovered in the above MINE, and now it is ON SALE.

For further particulars, apply to WILLIAM EVANS, Miner, Staylittle, Talybont, via Glandorey, via Shrewsbury.

TO BE SOLD, BY PRIVATE TREATY.—

A SEMI-BITUMINOUS STEAM COAL COLLIERY, situated in the NEATH DISTRICT, within seven miles of a shipping port.

This colliery is in good working order (the coal being won by level and slant), and is now capable of turning out 100 tons daily, and in a few months the output can be increased to 200 tons daily. The roof being very good no timber is required for props.

Full particulars as to price, &c., can be obtained on application to R. BEDLINGTON, Esq., Mining Engineer, Aberdare.—July 19, 1871.

SURPLUS MACHINERY ON SALE.

FOUR WHEEL TANK LOCOMOTIVE, worked 15 months; price £530; splendid STEEL BOILER, by Adamson, 16 ft. by 4 ft. 6 in., price £60; several HORIZONTAL ENGINES, nearly new, and a large quantity of similar and other machinery. ENGINEERS' TOOLS, &c., &c., good as new, and cheap.

C. REEVES, BANK STREET EXCHANGE, MANCHESTER.

LEAD MINES IN THE COUNTIES OF DURHAM AND NORTHUMBERLAND.

TO BE LET, ON LEASE, the HUNSTANWORTH and NEWBIGGIN ROYALTIES, the former about 3534 acres, and the latter 200 acres, or thereabouts.

The Hunstanworth Royalty adjoins the celebrated W. B. Lead Mines, and has for many years yielded large quantities of lead ore, and much of the ground is undeveloped.

For particulars, apply to JOSEPH DODDS, Esq., M.P., No. 4, Spring-gardens, Charing Cross, London, S.W., and Stockton-on-Tees; Mr. NATHANIEL CLARK, Beamish-park, Feuch House; or Mr. THOMAS J. BEWICK, C.E., No. 2, Westminster-chambers, Victoria-street, London, S.W., and Haydon Bridge, Northumberland.

CHILTON MINES.

TO BE LET, the COAL MINES within and under the CHILTON ESTATE, the property of the Right Hon. the Earl of Eglon. The Estate is situated near FERRYHILL, in the County of DURHAM, and contains 1240 surface acres, or thereabouts. The North-Eastern main line, and West Hartlepool main line, and branch lines of railway intersect the estate.

For particulars, apply to JOHN JOHNSON, C.E., Chilton Hall, Ferry Hill. Chilton Hall, Ferry Hill, July 4, 1871.

TO BE LET, ON LEASE, for a term of years, SEVERAL

ACRES of LAND, suitable for MANUFACTURING PURPOSES, advantageously situated on the south bank of the River Tyne, about two miles below Newcastle-on-Tyne, and within a quarter of a mile from the North-Eastern Railway. There is a good quay frontage, with deep water.

Apply to Mr. T. S. BRAMWELL, King-street, Quay-side, Newcastle-on-Tyne.

SECONDHAND MINING MACHINERY FOR SALE.

IN FIRST-RATE CONDITION.

PUMPING ENGINES, of various sizes,—viz., 60 in., 70 in.,

60 in., 50 in., 40 in., 30 in.

WINDING ENGINES, STAMPING ENGINES, STEAM CAPSTANS, and

CRUSHERS of various sizes.

A NUMBER OF BOILERS.

PITWORK of all descriptions, and all kinds of MATERIALS required for

MINING PURPOSES.

TO BE SOLD, AT MODERATE PRICES.

The 60 in. is nearly new, and, with several of the other engines, can be guaranteed of superior make and modern design.

For further particulars, apply to—

MESSRS. HARVEY AND CO.,

ENGINEERS AND GENERAL MERCHANTS,

HAYLE, CORNWALL,

AND HAYLE FOUNDRY WHARF, NINE ELMS, LONDON,

CITY OFFICES (GRESHAM HOUSE), 23½, OLD BROAD STREET,

MANUFACTURERS OF

PUMPING and other LEAD ENGINES and MARINE STEAM ENGINES of

the largest kind in use, SUGAR MACHINERY, MILLWORK, MINING

MACHINERY, and MACHINERY IN GENERAL.

SHIPBUILDERS IN WOOD AND IRON.

THE PATENT PNEUMATIC STAMPS

MAY BE SEEN AT WORK AT HAYLE FOUNDRY WHARF, NINE ELM

by previous application at either of the above addresses.

FOR SALE.—THE UNDERMENTIONED ENGINES:—

ONE 50 in. cylinder PUMPING ENGINE, with ONE BOILER.

ONE 24 in. cylinder ROTARY STEAM ENGINE, with or without BOILER.

Wrought iron fly-wheel shaft, and 10 ton fly-wheel.

ONE 12 in. cylinder ROTARY STEAM ENGINE, with ONE 6 ton BOILER.

A 20 in. double-acting ROTARY STEAM ENGINE, and 12 ton BOILER.

THREE Cornish BOILERS, from 10 to 12 tons each, in excellent condition.

Also, several Cornish CRUSHERS, of various sizes.

A 60 feet WATER WHEEL, with hammered iron round shaft, cast-iron

bolts, rings, &c.

For further information, apply to—

W. MATHEWS, ENGINEER, TAVISTOCK.

Tavistock, Feb. 3, 1871.

FOR SALE, TWO NEW SELF-PROPELLING 14-horse power

patent PORTABLE WINDING or HAULING ENGINES, with winding

drum, reversing gear, and all motions self-combined. TO BE SOLD CHEAP,

under exceptional circumstances. Suitable for mining purposes.

Also, nearly new SELF-MOVING 8-horse PORTABLE ENGINE, by Garrett,

and ONE 8-horse SECONDHAND PORTABLE ENGINE, by ditto.

Apply to WHEATLEY KIRK and PRICE, 33, Princess-street, Manchester.

FOR SALE, a high-class 25-horse power PORTABLE STEAM

ENGINE; also, a 16-horse power, with or without reversing gear.

FOR SALE, cheap, several first-class second-hand PORTABLE STEAM

ENGINES, 5 to 14 horse power, in excellent order.

PIT WINDING GEAR made at a short notice suitable for portable engines

FOR SALE, a first-class MORTAR MILL.

Apply to—

HARROWS and STEWART, ENGINEERS, BANBURY.

FOR SALE, BY PRIVATE CONTRACT, at PAR CONSOLS,

Par Station, CORNWALL, and close to Par Shipping Harbour,

ONE 80, and ONE 72 in. cylinder PUMPING ENGINE, and BOILER.

24, 16, and 15 in. WINDING ENGINES and BOILERS.

8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20 in. PUMPS.

8 and 10-ton-door pieces; planer poles; rod plates; and a large quantity of

other useful MINING MATERIALS.

Apply to Capt. POCKEY, St. Blazey, Cornwall.

GUIDE TO INVESTMENTS.

Published monthly. Post free.

SPARGO'S "GUIDE TO INVESTMENTS"

affords information (ample and correct) of all the best-paying investments.

Capitalists and men of business should consult the "Guide" for valuable

and reliable intelligence.

THOMAS SPARGO,

Gresham House, Old Broad-street, E.C.

Established Twenty-five Years, Fifteen at the above address.

HIBBERT'S NEW THEORY and PRACTICE of MEDICINE,

In Two Vols., Vol. I. being a treatise on the Nature, Cause, Cure, and

Prevention of Disease in Human Beings; Vol. II. on Animals. In paper cover,

bound in cloth, gold lettered, 2s. each.

Published and sold by JOHN HEYWOOD, Manchester; and SIMPKIN, MAR-

HALL, and Co., London.

HIBBERT'S PATENT ANTISEPTIC, for stamping out Small

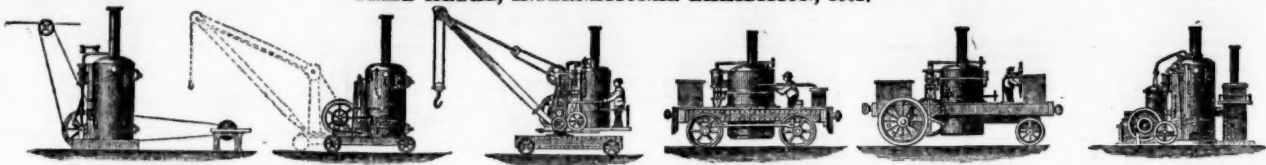
Pox, Cholera, Fever, and all Fermentive Inflammatory Diseases. May

be obtained through any Chemist, in bottles, price 1s. 1/2, and upwards.

W. HIBBERT, Chesham, Manchester.

CHAPLIN'S PATENT PORTABLE STEAM ENGINES AND BOILERS.

PRIZE MEDAL, INTERNATIONAL EXHIBITION, 1862.



STATIONARY ENGINE,
From 1 to 30-horse power.
No building required.

PORTABLE HOIST,
1 to 30-horse power.
With or without jib.

STEAM CRANE,
30 cwt. to 20 tons.
For wharf or rail.

CONTRACTORS' LOCOMOTIVE,
4 to 27-horse power.
For steep inclines and quick curves.

TRACTION ENGINE,
6 to 27-horse power.
Light and heavy.

SHIP'S ENGINE,
Winding, Cooking, and Distilling.
Passed by Government for half water.

From the STRENGTH, SIMPLICITY, and COMPACTNESS of these ENGINES they are extensively USED for GENERAL PURPOSES, and also in situations where STEAM-ENGINES OF THE ORDINARY CONSTRUCTION CANNOT BE APPLIED.

ALEXANDER CHAPLIN AND CO.,

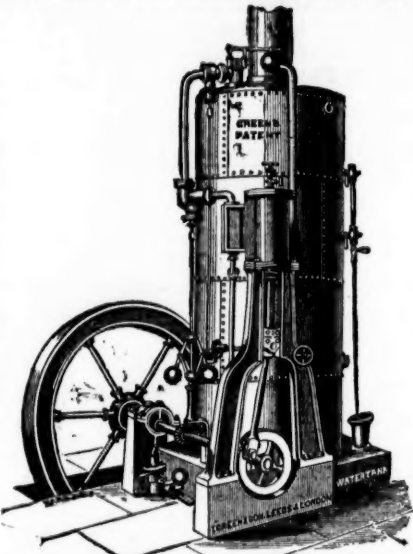
PATENTEES AND SOLE MANUFACTURERS,

CRANSTON HILL ENGINE WORKS, GLASGOW.

ENGINES OF EACH CLASS KEPT IN STOCK for SALE or HIRE, and ALL OUR MANUFACTURES GUARANTEED as to EFFICIENCY, MATERIAL, and WORKMANSHIP.
Parties are cautioned against using or purchasing imitations or infringements of these patent manufactures.
AGENTS IN LONDON FOR THE SALE OF OUR MANUFACTURES: WIMSHURST AND CO.

GREEN'S PATENT BOILERS, WITH INVERTED CYLINDER ENGINE COMBINED

Specially adapted for Contractors, Joiners, and Builders,
Cabin-makers, Brick-makers, Farmers, Mills, Dye-
houses, Workshops, Printing-offices, &c.



For Exportation they are invaluable, being sent out in
complete order, ready for
immediate use.

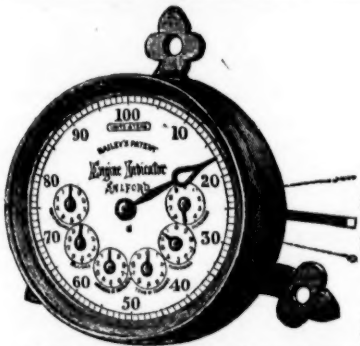
The above Engines and Boilers are constructed in an exceedingly substantial and simple manner, every part being easy of access, consequently can be readily understood and managed; they are fitted with governors, equilibrium throttle valve, stop valve, safety valve, feed pump, water and steam gauges complete. The foundation plate answers the purpose of feed water tank, in which the water is heated before passing into the boiler, and also of an ash-pit, and no brickwork or foundation is required.

N.B.—Upwards of 600 of these Engines and Boilers are now at work, giving entire satisfaction.
Illustrated PRICE LISTS free on application to
THOMAS GREEN AND SON,
SMITHFIELD IRONWORKS, LEEDS;
And 54 and 55, Blackfriars-road, London, S.E.



JOSEPH D. LEIGH,
PATRICROFT, near MANCHESTER,
Wishes to draw the attention of Mining En-
gineers, and others, to his

IMPROVED
DIRECT-ACTING
PUMPING
ENGINE.
Also, every description of
WINDING
ENGINES.



**BAILEY'S TEST PUMPS
& SPEED INDICATORS.**
Bailey's Test Pump for Boilers
Pipes, &c.,
with Gauge to 250 lbs.
£10 10s.
**BAILEY'S PATENT
SPEED INDICATOR**
7 in. dial to 100 millions, £4 4s.

(In order, say if for reciprocating or rotary motion.) Used for Pumping
Engines, Winding Purposes, &c.
J. BAILEY & CO., STEAM GAUGE MAKERS AND BRASS FOUNDERS,
ALBION WORKS, SALFORD, LANCASHIRE.



By a special method of preparation, this leather is made solid, perfectly close in texture, and impermeable to water; it has, therefore, all the qualifications essential for pump buckets, and is the most durable material of which they can be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE
MANUFACTURERS,
LONG LANE, SOUTHWARK, LONDON.

Prize Medal 1851 1855, 1862, for
MILL BANDS, HOSE, AND LEATHER FOR MACHINERY PURPOSES
**THE NEWCASTLE CHRONICLE AND NORTHERN
COUNTIES ADVERTISER.** (Established 1764.)
THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER.
Offices, 45, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North
Shields; 199, High-street, Sunderland.

TITANIC STEEL AND IRON COMPANY LIMITED

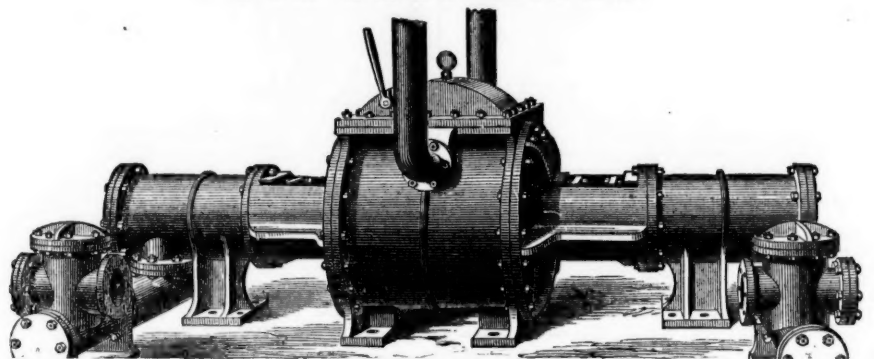
SOLE MANUFACTURERS OF

MUSHET'S TITANIC BORER STEEL,

Mushet's Titanic Cast Steel for Engineer's Tools, &c.

FOREST STEEL WORKS, COLEFORD, GLOUCESTERSHIRE.

HAYWARD TYLER AND CO.'S PATENT STEAM PUMPING MACHINERY FOR DEEP MINES.



The Machine erected in South Wales (at the Broad Oak Colliery, Loughor, near Llanelli), has a steam cylinder 40 inches diameter and two plungers of 8 inches diameter, and is raising 15,000 gallons of water per hour, the steam-boiler being on the surface. This it does with the greatest ease, the pump-valves working with scarcely any perceptible sound. The length of the incline besides the vertical lift is at present about 250 yards. The pump is constructed to be moved down the working as it advances, and is calculated to force the water to a height of 700 feet through a horizontal distance of 490 yards. For full description see *Mining Journal*, *Colliery Guardian*, *Engineering*, &c.

Sole Makers, HAYWARD TYLER & Co., Hydraulic Engineers,
84 and 85, UPPER WHITECROSS STREET, LONDON, E.C.

PRIZE MEDALS—PARIS, 1867; HAVRE, 1868; HIGHLAND SOCIETY, 1870.

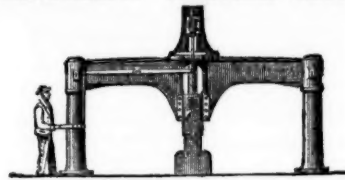
B. & S. MASSEY, OPENSHAW CANAL IRONWORKS, MANCHESTER.



Special
Steam Stamp.



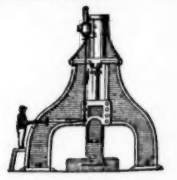
Hammer for General
Smith Work, &c.



Hammer for Wheel-making,
Copper Work, &c.



Hammer for General
Smith Work, &c.



Hammer for Heavy
Forgings.

PATENTEES AND MAKERS OF DOUBLE AND SINGLE-ACTING STEAM HAMMERS of all sizes, from 17 lbs. to 20 tons, with Self-acting or Hand Motions, in either case giving a perfectly DEAD-BLOW, while the former may be worked by hand when desired. Large Hammers, with Improved Framing, in Cast or Wrought Iron. Small Hammers working up to 500 blows per minute, in some cases being worked by the foot of the smith, and not requiring any separate driver.

SPECIAL STEAM STAMPS, of great importance for Smith Work, Bolt-making, Punching, Bending, &c.
Hammers for Engineers, Machinists, Shipbuilders, Steel Tilters, Millwrights, Copper-smiths, Railway Carriage and Wagon Builders, Colliery Proprietors, Ship Smiths, Bolt Makers, Cutlers, File Makers, Spindle and Flyer Makers, Spade Makers, Locomotive and other Wheel Makers, &c.; also for use in Repairing Smithies of Mills and Works of all kinds, for Straightening Bars, Bending Cranks, Breaking Pig-iron, &c.

STEAM HAMMERS AND STEAM STAMPS MAY ALWAYS BE SEEN AT WORK.

PATENT "NE PLUS ULTRA" RESPIRATOR, FOR Coal Mines, Fire Brigades, Gas Companies, Breweries, Foul Wells, Chemical Works, Steam Ships, &c., &c.

This NEW RESPIRATOR is offered to the public as an INVALUABLE MEANS for SAVING LIFE and PROPERTY.

"I have used it successfully at several fires, and can with confidence recommend it as one of the most useful inventions that has ever been discovered to assist firemen in the discharge of their duties."
(Signed) **ALFRED TOZER,**
Superintendent Fire Brigade, Manchester.

PRICES:—No. 1, £8 8s.; No. 2, £9 9s.; No. 3, £10 10s. Goggles for firemen 10s. each extra. Lamps for collieries extra.

For particulars, apply to—

JAMES SINCLAIR,
46, CORPORATION STREET, MANCHESTER
9B, NEW BROAD STREET, LONDON.





IMPROVED VALVES AND TAPS, FOR WATER, STEAM, GAS, ETC., Made by MATHER AND PLATT, SALFORD IRONWORKS, MANCHESTER.



ILLUSTRATED SHEET, WITH PRICES, CAN BE HAD ON APPLICATION.

The First Prizes of the Royal Agricultural Society of England.

PORTABLE STEAM ENGINES, WITH ALL RECENT IMPROVEMENTS. HORIZONTAL FIXED STEAM ENGINES, PORTABLE THRASHING MACHINERY, CORN MILLS, SAW BENCHES, PUMPS FOR IRRIGATION, &c.

CLAYTON AND SHUTTLEWORTH,
LINCOLN; AND 78, LOMBARD STREET, LONDON.

CATALOGUES SENT FREE BY POST ON APPLICATION.

CHAPLIN'S PATENT STEAM ENGINES AND BOILERS. PRIZE MEDAL, INTERNATIONAL EXHIBITION, 1862.

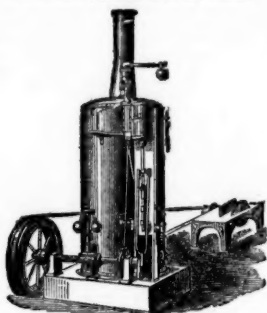
STATIONERY ENGINES,
From 1 to 30-horse power. No building required.

STEAM CRANES,
1½ to 30 tons. For wharf or railway.

HOISTING ENGINES,
10 cwt. to 15 tons. With or without jib.

TRACTION ENGINES,
6 to 27-horse power. Light and heavy.

DONKEY FEED-ENGINES.



STATIONARY ENGINE.

The ORIGINAL Combined Vertical ENGINES and BOILERS introduced by Mr. CHAPLIN in 1855.
EACH CLASS KEPT IN STOCK FOR SALE OR HIRE.

WIMSHURST AND CO., ENGINEERS,

OFFICE: 117, CANNON STREET, LONDON, E.C.

WORKS: REGENT'S PLACE, COMMERCIAL ROAD EAST, LONDON E.

TO PROPRIETORS OF MINES, COLLIERIES, AND IRONWORKS.

A SAVING OF AT LEAST £20 A TON

MAY BE EFFECTED BY ADOPTING

THE DON LUBRICATING OIL.

It has been in use now for nearly three years by the WIGAN COAL AND IRON COMPANY, whose Manager, Mr. ALFRED HEWLETT, says—"I have used the Don Oil for nearly two years, and FIND IT TO ANSWER exceedingly well for the purposes of lubrication."

We have also most flattering written opinions, which could be produced, from Mr. THOMAS EMMERSON FORSTER, M.E., of Newcastle-upon-Tyne; from Mr. HARTOP, of Elsecar; from Messrs. VICKERS, SONS, and Co., of Sheffield; and from numbers of others. In face of such indisputable testimony, it is simply a WASTE OF MONEY to use the common kinds, which are nearly DOUBLE THE PRICE. Trials may be made AT OUR EXPENSE: particulars forwarded on application.

AGENTS WANTED, or special arrangements might be made with parties introducing it to their friends.

DUNCAN BROTHERS, Sole Importers,

London Office,—2 BLOOMFIELD STREET, LONDON WALL.

Liverpool Office,—20, UNITY BUILDINGS.

CHAS. PRICE AND CO.'S RANGOON ENGINE OIL,

AS SUPPLIED TO H.M. DOCKYARDS AND FLEET.



THIS OIL is suitable to every kind of Machinery. As a lubricant it is equal to the best Sperm or Lard Oil, while it possesses the great advantage of being entirely free from any principle which will corrode the metal bearings.

For particular kinds of Machinery, the Oil may be specially prepared of a consistency and character adapted to the nature of the work to be done.

"Chemical Laboratory, 7, Printing House-square, Blackfriars, April, 1869.

"I herewith certify that the Rangoon Engine Oil, manufactured by Messrs. Chas. Price and Co., is free from any material which can produce corrosion of the metal work of machinery. It is indeed calculated to protect metallic surfaces from oxidation.

"The lubricating power of this oil is equal to Sperm or Lard Oil.

"T. W. KEATES, F.C.S., &c. &c

Every parcel of the Oil sent from the works bears the Trade Mark of the Firm.

LONDON: CASTLE BAYNARD, UPPER THAMES STREET.

WORKS: MILLWALL, POPLAR

PATENT SELF-LUBRICATIVE STEAM & HYDRAULIC ENGINE PACKING.



This Packing is invaluable to all Users of Steam-Power; it supersedes anything of the kind ever invented; it is now in use in all the Chief Railways and First Firms in this Country and Abroad, and is

THE ONLY PACKING THAT WORKS WITHOUT OIL OR GREASE,

Does not char, is pliable, keeps the rods

COOL, BRIGHT, AND CLEAN,

And lasts longer than any other, thereby

SAVING FULLY 200 PER CENT.

To the User, in oil, labour, and material.

Can be had only from the Agents throughout the country, appointed by

THE SOLE LICENSEES,

HENRY HOUSE AND CO.,

CATHERINE STREET, CITY ROAD, LONDON, E.C.

Where also may be obtained, the LUBRICATIVE PACKING COMPANY'S

ANTI-FRICTION CREAM OIL,

Which Lubricates perfectly, keeps the Bearings Cool, and does not become Viscid or Glutinous.

IMPROVED APPLICATION OF WATER POWER.

THE TURBINE.

Mac Adam, Brothers, & Co.,

ENGINEERS,

SOHO FOUNDRY, BELFAST,

After twenty years of experience, have brought their

Improved TURBINE to great perfection.

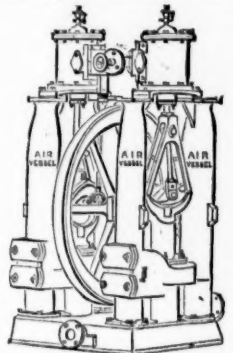
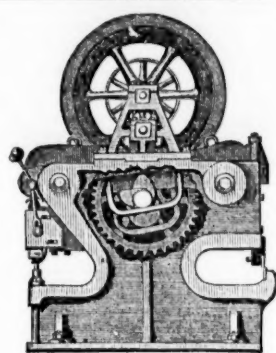
It is applicable to all practicable heights of fall, giving much greater power from the water than any other kind of water-wheel.

On low falls it has the great advantage of not being impeded by floods or back-water.

It is particularly well adapted for situations where the quantity of water is variable, and where all other wheels fail.

Its motion is extremely regular, and, when desired, a Governor can be applied effectively.

This Wheel is at work in a great many places, to which reference will be given.



JOHN CAMERON,

MAKER OF

STEAM PUMPS, PORTABLE ENGINES, PLATE BENDING ROLLERS

BAR AND ANGLE IRON SHEARS, PUNCHING AND SHEARING

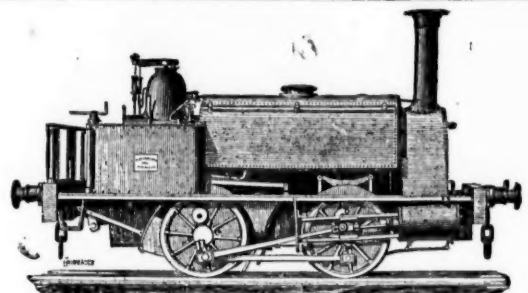
MACHINES, PATENTEE OF THE DOUBLE CAM LEVER

PUNCHING MACHINE, BAR SHEARS, AND RAIL

PUNCHING MACHINES,

EGERTON STREET IRON WORKS,

HULME, MANCHESTER.



TANK LOCOMOTIVES,

FOR SALE OR HIRE.

HENRY HUGHES AND CO.,

LOUGHBOROUGH.

IRIAH NICHOLS

Late Nathan Gough, A.I.C.E.,

ENGINEER,

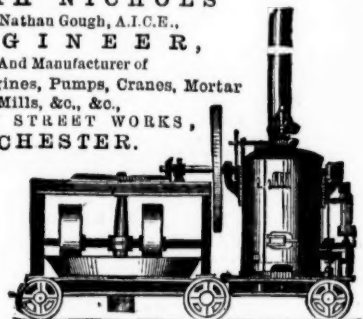
And Manufacturer of

Portable Engines, Pumps, Cranes, Mortar

Mills, &c., &c.,

BACK QUAY STREET WORKS,

MANCHESTER.



THOMAS TURTON AND SONS,

MANUFACTURERS OF

CAST STEEL for PUNCHES, TAPS, and DIES,

TURNING TOOLS, CHISELS, &c.

CAST STEEL PISTON RODS, CRANK PINS, CON

NECTING RODS, STRAIGHT and CRANK

AXLES, SHAFTS and

FORGINGS OF EVERY DESCRIPTION.

DOUBLE SHEAR STEEL | FILES MARKED

BLISTER STEEL, | T. TURTON,

SPRING STEEL, | EDGE TOOLS MARKED

GERMAN STEEL, | WM. GREAVES & SON

Locomotive Engine, Railway Carriage and Wagon

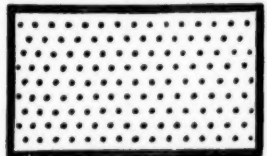
Springs and Buffers.

SHEAF WORKS AND SPRING WORKS, SHEFFIELD.

ONDON WAREHOUSE, 35, QUEEN STREET, CANNON STREET, CITY, E.C.

Where the largest stock of steel, files, tools, &c., may be selected from.

STRONG WIREWORK.



STRONG WIREWORK, the cross wires equally bent; also BEST STAMP GRATES, both of iron and copper, and punched copper plates. HITTO TUBBED. All the above promptly supplied at

W. ESCOTT'S MINING MATERIAL DEPOT,

TAVISTOCK, DEVON.

SPECIAL PAMPHLET ON NERVOUS DEBILITY.—Read the Warning Voice on the Special Treatment of Nervous, Mental, and Physical Debility, Loss of Spirit, Dimness of Sight, Indigestion, &c. Illustrated with cases. Gives rules for cure by the New Medicines. Dr. SMITH will, for the benefit of country patients, on receiving a description of their case, send a letter of advice GRATIS. Pamphlet (100 pages) free by post in an envelope on receipt of two stamps.—Dr. SMITH, 8, Burton-crescent, London, W.C.

TO NERVOUS SUFFERERS—READ AND JUDGE FOR YOURSELVES.

DR. BARNES has just published 20,000 copies of the "SECRET FRIEND," a most valuable book to young men on the Treatment and Cure of NERVOUS and PHYSICAL DEBILITY, LOSS OF MEMORY, DIMNESS OF SIGHT, LASSITUDE, PAINS IN THE BACK, LOCAL WEAKNESS, DEPRESSION OF SPIRITS, &c., with plain directions for perfect restoration to health and vigour. Sent post free on receipt of two stamps. Address, Dr. J. A. BARNES, 1, Lonsdale-square, Barnsbury, London, N.

RAILWAY CARRIAGE COMPANY (LIMITED).
ESTABLISHED 1847.
OLD BURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, AND EVERY
DESCRIPTION OF IRONWORK.
Passenger carriages and wagons built, either for cash or for payment,
over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES, OLD BURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES, 7, GREAT WINCHESTER STREET BUILDINGS.

STAFFORDSHIRE WHEEL AND AXLE COMPANY
(LIMITED).
MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, and CONTRA-
CTORS' WHEELS AND AXLES, and other IRONWORK used in the CON-
STRUCTION OF RAILWAY ROLLING STOCK.
OFFICES AND WORKS,
HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

THE BIRMINGHAM WAGON COMPANY (LIMITED)
MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for
HIRE and SALE, by immediate or deferred payments. They have also wagon
for hire capable of carrying 6, 8, and 10 tons, part of which are constructed spe-
cially for shipping purposes. Wagons in working order maintained by contract.
EDMUND FOWLER, Sec.
BIRMINGHAM.
* Loans received on Debenture; particulars on application.

BICKFORD'S PATENT SAFETY FUSE,
FOR CONVEYING FIRE TO THE
CHARGE IN BLASTING ROCKS, &c.
Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at
the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IN-
TERNAZIONALE EXHIBITION" held in Paris, 1865; at the "INTERNATIONAL
EXHIBITION," in Dublin, 1865; at the "UNIVERSAL EXHIBITION," in
Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Atlanta,
in 1869.

BICKFORD, SMITH AND CO.,
OF TUCKINGMILL, CORNWALL, MANUFACTURERS OF PATENT SAFETY FUSE, having been in-
formed that the name of their firm has been attached to
fuse not of their manufacture, beg to call the attention of
the trade and public to the following announcement:—
EVERY COIL OF FUSE MANUFACTURED BY THEM
has TWO SEPARATE THREADS PASSING THROUGH THE COLUMN OF
GUNPOWDER, and BICKFORD, SMITH AND CO. CLAIM SUCH TWO SE-
PARATE THREADS as THEIR TRADE MARK.

WILLOUGHBY BROTHERS'
PATENT STEAM ORE STAMPER.
The MOST SIMPLE and ECONOMICAL DIRECT-ACTING STEAM-OR-
STAMPER in existence.
Apply, for prices and particulars, to WILLOUGHBY BROTHERS, Foundry,
Redruth; or Central Foundry, Plymouth.

JOHN HORSLEY
IRON AND METAL AGENT,
ST. ANN'S SQUARE, MANCHESTER.

ERMANENT, CONTRACTORS, and COLLIERIES RAILS, in STEEL or IRON
Wrought-Iron or Steel Weldless Locomotive Carriage and Wagon Tyres.
Iron and Steel Straight and Cranked Axles, Wheels and Axles, Railway Chairs
Fish Plates, Bolts and Nuts, Spikes, Granes, Jacks, Rivets, Hurdles,
and Chains.
Black or Galvanised Telegraph Wires, Fencing Wire.
BLACK, OILED, and GALVANISED CORRUGATED SHEETS.
Rolled Iron Joists, Wrought-Iron Girders, Roofs, Bridges, Tanks, Boilers, &c.
Boat Girders, Tank Bridge and Boiler Plates.
Angle, Tee, and Girder Iron, Nail Rods, Tin Plates, Hoops, Sheets, Lead, Cop-
per, Tin, Zinc, and Spelter.
Hot and Cold Blast Pig Iron, &c., &c.

JOHN AND EDWIN WRIGHT,
PATENTERS.
(ESTABLISHED 1770.)
MANUFACTURERS OF EVERY DESCRIPTION OF
IMPROVED
PATENT FLAT and ROUND WIRE ROPES
From the very best quality of charcoal iron and steel wire.
PATENT FLAT and ROUND HEMP ROPES.
SHIPS' RIGGING SIGNAL and FENCING STRAND, LIGHTNING CON-
DUCTORS STEAM PLOUGH ROPES (made from water and horsefall's
patent steel wire), HKMP, FLAX, ENGINE, ARN, COTTON WASTE,
TARPAULING, OIL SHEETS, LATTICE CLOTHS, &c.
UNIVERSE WORKS, MILLWALL, POPLAR, LONDON.
ENGINEERS, SHIPBUILDERS, and CONTRACTORS,
BLOWING ENGINES, WINDING ENGINES,
Bourne's Patent Spherical Governors, Bourne's Patent Feedwater Heaters,
Bourne's Patent Gas Furnaces, Bourne's Patent Coal Dust Furnaces,
PUMPING ENGINES, STEAM BOILERS.
66, MARK LANE, LONDON.

FREDERICK MIRLS,
ENGINEERING AUCTIONEER,
VALUER AND SURVEYOR.
17, ST. ANN'S SQUARE, MANCHESTER.

WHEATLEY KIRK & PRICE,
(ESTABLISHED 1850.)
AUCTIONEERS AND VALUERS
OF EVERY DESCRIPTION OF
COLLIERY PLANT, IRONWORKS, &c.
Estimates for Periodical Surplus Sales, Annual Valuations, &c.
35, PRINCESS STREET, MANCHESTER.

ALEXANDER SMITH,
CONSULTING ENGINEER, ARBITRATOR, and VALUER
OF EVERY DESCRIPTION OF PLANT and MACHINERY.
CASTLE STREET and BOURNE STREET, DUDLEY.
Office for all New and Second-Hand Requirements of Ironworks, Collieries,
and General Manufactories.

IRON AND COAL COMPANIES.

Shares.	Company.	Paid.	Price.
£100	John Abbot and Co. [L.]	75 0 0	22½ dis.
10	Ashbury Co. [L.]	90 0 0	40 57½ dis.
10	Blenheim Iron and Steel Co. [L.]	7 10 0	—
100	Holebow, Vaughan, and Co. [L.]	30 0 0	31 52 pm.
10	Brown, John, and Co. [L.]	70 0 0	6½ 7½ pm.
10	Consett Iron Co. [L.]	7 10 0	6½ 5½ dis.
100	Cannell and Co. [L.]	80 0 0	12 11 dis.
32	Low Vale Co. [L.]	27 10 0	5 5½ dis.
6	Falshaw Engineering	5 0 0	1½ 2 pm.
20	General Mining Association [L.]	20 0 0	8 10
15	Hockley, Gilkes, and Co. [L.]	10 0 0	—
10	Ironmasters' Company [L.]	10 0 0	—
10	Midland Iron Co. [L.]	5 0 0	7 9 pm.
2½	Mersey Steel and Iron Co. [L.]	11 10 0	7½ 7½ dis.
4	Wendy Iron Co. [L.]	3 10 0	3 2½ dis.
100	Norfolk and Blaina (perp. s. p. c. pref.)	25 0 0	6 6½ pm.
1	Norfolk and Blaina (perp. s. p. c. pref.)	7 0 0	par.
35	Palmer's Shipbuilding and Iron Co. [L.]	25 0 0	1 2 pm.
100	Parkgate Iron Co. [L.]	35 0 0	1 2 pm.
20	Patent Shaft and Axletree Co. [L.]	10 0 0	7½ 7½ pm.
50	Rhymney Iron Co. [L.]	50 0 0	17 15 dis.
15	Ditto New	15 0 0	6½ 4½ dis.
50	Shotts Iron Co.	50 0 0	20 19 dis.
100	St. George's Iron and Coal Co. [L.]	55 0 0	8½ 8 dis.
100	Stavely Iron and Coal Co. [L.]	60 0 0	40 42 pm.
100	Ditto	10 0 0	8 9 pm.
7½	Titanic Iron and Steel	10 0 0	9 11 pm.
100	Vancouver Coal [L.]	6 0 0	—
10	Van Iron Ore [L.]	10 0 0	par.
10	Whitehaven Iron Mines [L.]	4 0 0	—
100	Wigan Coal and Iron Co.	100 0 0	12 10 dis.
75	Ditto	75 0 0	12 10 dis.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.							
Shares.	Mines.	Paid.	Last Pr.	Business.	Total Divs.	Per share.	Last Paid.
1500	Alderley Edge, c. Cheshire*	10 0 0	—	—	1 11 8	0 5 0	July 1871
20000	Blanc Caelan, s. l. Cardig.*	1 0 0	1½	1½ 1½	0 10 0	10 May 1871	
6000	Boscawell, t. c. St. Just	1 0 0	—	—	0 20 0	0 20 0	Apr. 1870
200	Bottalack, t. c. St. Just	91 5 0	240	230 240	595 5 0	5 0 0	May 1871
50000	Brodford, c. l. Cardigan	100 0 0	109	95 100 x d.	106 0 0	2 0 0	July 1871
4000	Brookwood, c. Buckfastleigh	1 16 0	—	—	0 14 6	0 20 0	May 1870
5000	Bwlch Consols, s. l. Cardigan*	4 0 0	—	—	0 0 0	0 2 6	July 1871
6400	Cashwell, l. Cumberland*	2 10 0	—	—	0 9 0	0 2 6	May 1871
5000	Castle-an-Dinas, t. St. Columb.	2 0 0	2½	2 2½	0 14 6	0 20 0	July 1871
858	Cargill, s. l. Newlyn	16 5 7	—	—	16 15 0	0 10 0	Aug. 1869
2450	Cook's Kitchen, c. Illogan	19 14 9	29	28 30	6 17 0	0 15 0	July 1871
867	Cwm Erfin, l. Cardiganshire*	7 10 0	—	—	31 13 0	0 5 0	Jan. 1871
128	Cwmystwith, l. Cardiganshire	60 0 0	—	—	394 10 0	2 0 0	July 1869
280	Derwent Mines, s. l. Durham	300 0 0	—	—	177 0 0	0 20 0	July 1868
1024	Devon Gl. Consols, c. Tavistock	1 0 0	105	95 105	1153 0 0	4 0 0	May 1871
656	Ding Dong, t. Gulva	49 14 0	12	10 12	7 10 0	0 15 0	Aug. 1871
1482	Dolcoath, t. c. Camborne	32 10 0	185	185 190	267 2 6	3 0 0	Apr. 1871
1380	Draught, c. Calstock	2 10 0	1	¾ ¾	1 3 3	0 1 0	July 1871
6144	Drake Walls, t. St. Cleer	2 14 6	4½	4½ 6	14 14 0	2 0 0	Apr. 1871
300	East Caradon, t. Cardiganshire	32 0 0	—	—	197 10 0	2 0 0	Apr. 1871
6400	East Pool, t. c. Pool, Illogan	0 9 9	13½	13½ 14	11 16 3	0 5 0	July 1871
1506	East Wheel Lovell, t. Wendron.	2 9 0	17	16 17	18 16 0	2 0 0	May 1871
2800	Foxdale, l. Isle of Man*	25 0 0	—	—	78 10 0	0 10 0	June 1871
5000	Frank Mills, l. Christow	3 18 6	—	—	4 8 0	0 2 6	Aug. 1870
3500	Gawton, c. Tavistock	3 16 6	—	—	0 3 0	0 3 0	Jan. 1868
15000	Great Laxey, l. Isle of Man*	5 0 0	17	16½ 17½	14 3 0	0 6 0	June 1871
3000	Great Northern Manganese*	5 0 0	—	—	—	5 p.ct.	Feb. 1868
5908	Great Western, t. c. Helston.	40 0 0	10½	10½ 11	15 12 0	0 3 6	June 1871
10240	Gunnislake (Clitters), t. c.	4 19 0	43	42 44	2 0 0	0 1 0	Nov. 1871
1024	Herodfoot, t. near Liskeard	8 10 0	43	42 44	57 0 0	0 10 0	Nov. 1871
25000	Ilialoe, s. l. Tipperary	1 0 0	1½	1½ 1½	0 2 11½	0 9½ Dec.	1870
165	Levant, c. l. St. Just	10 8 1	—	—	110 10 0	0 20 0	Aug. 1869
40	Lisburne, l. Cardiganshire	18 15 0	—	—	343 10 0	2 0 0	Mar. 1871
8000	Marke Valley, c. Caradon	10 6 6	6	6 6½	7 2 0	0 4 0	July 1871
1800	Minera Mining Co. l. Wrexham*	25 0 0	—	—	289 3 3	3 15 0	May 1871
20000	Mining Co. of Ireland, c. l.	7 0 0	6½	—	0 4 6½	0 2 1	July 1870
6400	New Pembroke, t. c. Par Station.	5 0 0	—	—	0 7 6	0 2 6	Mar. 1871
2000	North Levant, t. c. St. Just	10 12 0	—	—	2 10 0	0 15 0	Feb. 1871
5610	North Wheel Croft, c. Illogan	3 11 3	2½	2 2½	0 5 6	0 1 6	June 1871
256	Pendarves United, t. c. Camb.	86 0 0	55	50 55	21 0 0	30 June 1871	
5000	Penhalva, t. St. Agnes	3 0 0	5½	5 6	1 19 6	0 30 Aug.	1871
500	Penhalva, t. c. Linkinhorne	50 0 0	—	—	470 10 0	7 0 0	June 1871
1772	Petherick, t. St. Agnes	15 0 0	—	—	0 17 6	0 10 0	May 1871
2000	Poldice, t. c. Gwennap	10 0 0	—	—	1 10 0	0 10 0	Oct. 1870
12800	Prince of Wales, c. Calstock	0 12 6	1	¾ 1	0 10 6	0 10 Nov.	1869
1120	Providence, t. l. Ury Lelant	10 6 7	27	25 26	102 2 6	0 10 June	1871
15000	Queen, s. c. Calstock*	0 10 0	—	—	0 2 0	0 10 Dec.	1870
5809	Rosewall Hill & Ransom, t.	4 0 0	1	1 1½	0 14 6	0 1 6	June 1871
512	South Caradon, c. St. Cleer	1 5 0	200	190 200	668 10 0	3 0 0	July 1871
6123	South Conduwro, t. c. Camborne	5 5 6	9½	9½ 10½	0 7 6	0 2 6	June 1871
6000	South Darren, l. Cardigan	3 6 6	—	—	1 1 6	0 1 6	Nov. 1870
937	South Wh. Croft, c. Illogan	24 10 10	20	20 22	8 0 0	0 10 June	1871
496	St. Wh. Frances, c. Illog. l.	18 15 9	55	52½ 55	374 13 6	0 30 Aug.	1871
242	Spearmoor, t. St. Just	36 17 9	20	18 20	16 15 0	1 0 0	June 1871
940	St. Ives Consols, t. St. Ives.	10 15 0	7½	6½ 7½	0 10 0	0 10 0	Mar. 1869
8771	St. Just Amalgamated, t.	3 10 0	—	—	0 0 0	0 2 6	Nov. 1870
12000	Tankerville, l. Salop*	6 0 0	17½	16½ 17½	1 6 0	0 6 0	Aug. 1871
6000	Tinctor, t. c. Pool, Illogan.	6 0 0	53	52 54	30 18 6	1 15 0	May 1871
4900	Trumpler Cons., t. Helston	5 15 0	18	17 18	7 1 0	0 10 June	1871
15000	Van, l. Llandudno*	4 0 0	55	52½ 55	4 14 0	0 12 June	1871
3000	W. Chiverton, l. Perranzabuloe	10 0 0	20	20 21	50 7 6	1 0 0	June 1871
512	West Wheel Frances, t. Illogan	106 15 0	64	64 66	6 10 0	1 0 0	Apr. 1871
400	W. Wheel Seton, c. Camborne.	47 0 0	135	135 140	676 10 0	2 10 June	1871
12288	Wheel Arthur, t. Calstock	1 0 0	1½	1½ 1½	0 10 0	1 0 0	Mar. 1871
512	Wheel Basset, c. Illogan	6 2 6	60	62½ 67½	632 10 0	1 0 0	June 1868
512	Wheel Jane, s. l. Kea	10 15 0	38	38 41	33 10 0	1 10 0	Nov. 1870
4295	Wheel Killy, t. St. Agnes	5 4 6	10	9½ 9½	8 0 0	0 7 6	May 1871
1254	Wheel Killy, t. Ury Lelant	3 10 6	9	7½ 8½	12 12 6	0 5 0	Apr. 1871
806	Wheel Margaret, t. Ury Lelant.	13 17 6	17	15 16	79 15 0	0 10 0	May 1871
1024	Wheel Mary Ann, l. Menheniot	8 0 0	10	9 10	72 17 6	0 10 0	June 1871
1000	Wh. Mary Hutchins, Plym., t.	2 12 6	—	—	0 10 0	0 5 0	Aug. 1869
80	Wh. Mary Owies, t. St. Just	70 0 0	—	—	482 3 0	7 10 0	Feb. 1871
12000	Wheel Russell, c. Tavistock	1 0 0	—	—	0 20 0	0 1 0	June 1871
39	Wh. Seton, t. c. Camborne	61 0 0	30	30 35	254 15 0	2 0 0	Feb. 1868
4096	Wheel Ury, t. c. Redruth	10 14 6	9½	9½ 9½	0 5 0	0 5 0	Apr. 1871
7100	Wicklow, c. l. Wicklow	2 10 0	6½	6½ 6½	50 2 6	0 2 6	Sept. 1870

FOREIGN DIVIDEND MINES.									
Shares.	Mines.	Paid.	Last Pr.	Dividend.	Total Div.	Per Share.	Last Paid.		
35000	Almadén, l. Spain*	2 0 0	2	1½ 2½	0 15 6	0 2 6	Mar. 1871		
130000	Almadén & Tinto Consolidated	1 0 0	1½	1½ 1½	0 23 0	0 9	June 1871		
20000	Australian, c. South Australia	7 7 6	—	0 16 0	0 16 0	—	Aug. 1868		
15000	Cape Copper Mining*	7 0 0	16	16 17	6 7 6	0 10	Apr. 1871		
30000	Central American Association*	0 15 0	—	0 6 0	0 6 0	—	10 July 1869		
21000	Colorado Terrible, s. l. Colorado	5 0 0	6	5½ 6	0 6 0	1 6	June 1871		
10000	Copar Mining Co. [L.]	10 10 0	2	1½ 2½	0 4 0	4	Apr. 1869		
7000	Don Pedro North del Rey*	0 14 0	—	3½ 4½	2 3 0	4	Mar. 1870		
25000	Eberhardt & Aurora, s. Nevada*	10 0 0	43	40 41	1 0 0	1 0	July 1871		
20000	English and Australian, c.	2 10 0	—	1 19 0	0 9 0	—	1869		
25000	Fortuna, l. Spain	2 0 0	3	2½ 3½	2 5 4	0 2 6	Mar. 1871		
10000	Goncalves, l. Sardinia	5 0 0	—	10 per cent.	—	—	Aug. 1868		
68000	Kapunda Mining Co., Austral.	1 0 0	—	0 1 10	0 6 0	—	Nov. 1870		
15000	Linares, l. Spain*	3 0 0	4	3½ 4	12 18 4	0 5	Mar. 1871		
50000	Panuco, c. Chile*	4 0 0	2	2 2½	10 per cent.	—	Yearly		
10000	Pontalva, s. l. France	20 0 0	15	14 15	9 8 0	0 11	10 July 1871		
100000	Port Phillip, c. l. Victoria	1 0 0	1	—	1 7 0	0 10	June 1871		
12000	Scottish Australian Min. Co. l.	1 0 0	—	—	6 per cent.	—	Apr. 1871		
112500	Sierra Butte, c. California*	2 0 0	5	5½ 6	0 4 0	20	June 1871		
37000	Sierra Butte, s. Nevada*	5 0 0	6½	5½ 6½	0 12 0	0 5	June 1871		
11000	St. John del Rey, Brazil	15 0 0	31	30 32	81 10 0	4 5	Dec. 1867		
15000	Sweetland Creek, c. California	4 0 0	4½	4 4½	0 18 0	0 4	Apr. 1871		
50000	Victoria [25000 £1 pd., 25000 1s. pd.]	0 0 0	—	—	0 9 7	0 7	July 1868		

NON-DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Dividend.	Total Div.	Per Share.	Last Paid.
50000	Anglo-Argentine, g. s. Argentina Republic	1 0 0	—	—	—	—	—
20000	Anglo-Australian, g. Victoria	1 10 0	—	—	—	—	—
100000	Anglo-Brazilian, g. t.	0 16 0	—	—	—	—	—
12600	Anglo-Italian, g. t.	1 10 0	—	—	—	—	—
20000	Australian United, g. Victoria	2 10 0	—	—	—	—	—
12000	Birdseye Creek, c. California	4 0 0	—	—	—	—	—
50000	Braganza, g. Brazil	0 15 0	—	—	—	—	—</